

CITY OF VANCOUVERSPECIAL COUNCIL - MAY 6, 1975

A Special Meeting of the Council of the City of Vancouver was held on Tuesday, May 6, 1975 in the Council Chamber at 7.30 p.m.

PRESENT: Mayor Phillips
 Aldermen Bird, Bowers, Boyce, Cowie,
 Harcourt, Kennedy, Marzari
 Rankin, Sweeney, and Volrich.

CLERK TO THE COUNCIL: R. Henry

Local Improvements on the Initiative and by Petition.

MOVED by Ald. Bird
 SECONDED by Ald. Sweeney

THAT this Council resolve itself into a Court of Revision for the purpose of hearing complaints against the proposed assessments or the accuracy of frontage measurements, or any other complaint which persons interested may desire to make and which is by law cognizable by the Court, Mayor Phillips in the Chair.

-CARRIED UNANIMOUSLY

COURT OF REVISIONPavements, Curbs and Sidewalks on the Initiative - Schedule # 431A.Pavements, Curbs and Lane Pavements and Sidewalks by Petition - Schedule # 432.

The Court received from the Collector of Taxes schedule # 431A listing local improvement projects at various locations on the initiative. The Court noted that item #4 and item #6 had been defeated as a result of sufficient objections received.

The Court also received from the Collector of Taxes schedule #432 listing 178 local improvement projects at various locations by petition. The projects had been requested by the majority of the assessed owners by means of a sufficiently signed petition.

* The Court also noted requests submitted by the Collector of Taxes to adjust measurements on items 13, 68, and 69.

MOVED by Ald. Rankin
 SECONDED by Ald. Harcourt

THAT schedule # 431A and 432 after amendment as submitted by the Collector of Taxes be approved.

- CARRIED UNANIMOUSLY

MOVED by Ald. Rankin
 SECONDED by Ald. Harcourt

THAT the Court of Revision rise and report.

- CARRIED UNANIMOUSLY

* Document re adjusted measurements on file in City Clerk's office.

Special Council, May 6, 1975.

COUNCIL

MOVED by Ald. Rankin
SECONDED by Ald. Bird

THAT the report of the Court of Revision be received.

- CARRIED UNANIMOUSLY

Local Improvements Subsequent Procedure -
Schedule # 431A and 432.

The Council heard the following delegations speaking for or against the projects listed:

- | | |
|----------------------|--|
| #107 - M. MacLean | Enquired re flankage charges. |
| # 46 - R. Murdoch | Enquired re interest rates and whether work would be carried out by a contractor or City forces. |
| # 56 - H. Sickora | Complained re excessive charges and objected to parking situation caused by illegal suites. |
| #162 - W. Chandler | Enquired regarding heavy truck use of lane. |
| # 58 - W. Chandler | Opposed project because of width and thickness of pavement required. |
| # 66 - S. Hall | Proposed a wider street width than planned for the project. |
| #104 - M. McDermaid | Requested that the lane be paved to the fence lines. |
| # 29 - - | A resident requested that the City Engineer examine this project with a view to improving its width because of parking problems. |
| #115 - E. C. Sweeney | Requested that the City Engineer examine the possibility of installing speed bumps in the lane. |

The Council then considered the report of the City Engineer as submitted by the City Manager and reading as follows:

"GENERAL"

Projects for works on the 'Initiative Principle' and 'by Petition' have been advanced under the provisions of the Local Improvement Procedure By-law and will come before a Court of Revision on May 6, 1975.

The projects are identified as follows:

	<u>Schedule</u>	<u>Item</u>	<u>Type</u>
Initiative	431A	1	Pavement & Curbs, Higher zoned
		2	Pavement & Curbs, Arterial Streets
		3	P.C. Concrete Sidewalk
		4 to 12	P.C. Concrete Sidewalks (Filler Walks)
Petition	432	13 & 14	Pavement and Curbs, Higher zoned
		15 to 66	Pavement and Curbs, Local Residential
		67 to 181	Lane Pavements, Residential Standard
		182 to 188	P.C. Concrete Sidewalks
		189 & 190	P.C. Concrete Sidewalks on School Collector Streets

Local Improvements Subsequent Procedure -
Schedule # 431A and 432 Continued.

DEFEATED PROJECTS

The following projects on the 'Initiative Principle' have been defeated:

<u>Schedule</u>	<u>Item</u>	<u>Type</u>
- 431A	4 & 6	P.C. Concrete Sidewalks (Filler Walks)

CAPITAL FUNDS

The City's share of the recommended projects is available in the 1975 Streets Capital funds as approved by Council April 15, 1975.

RECOMMENDATIONS

I RECOMMEND, subject to the proceeding of the Court of Revision and subsequent approval by Council, that:

1. The 'Initiative' projects in Schedule 431A, except the defeated items 4 and 6, be undertaken.
2. The projects 'by Petition' in Schedule 432 be undertaken."

The City Manager RECOMMENDS approval.

MOVED by Ald. Rankin
SECONDED by Ald. Harcourt

THAT Item # 29 - Schedule 432 - Lakewood Drive both sides from William Street to Charles Street be deferred pending further review and report by the City Engineer.

- CARRIED UNANIMOUSLY

MOVED by Ald. Rankin
SECONDED by Ald. Harcourt

THAT the Initiative Projects under schedule 431A, except the defeated items 4 and 6 be undertaken.

FURTHER THAT the balance of the projects 'by petition' in schedule 432 be undertaken.

- CARRIED UNANIMOUSLY

(Ald. Sweeney was excused from voting on project 115, schedule 432).

The Council adjourned at approximately 8.15 p.m.

The foregoing are Minutes of the Special Council Meeting (Court of Revision) of May 6, 1975, adopted on May 13, 1975.

A. Phillips
MAYOR

R. Henry
DEPUTY CITY CLERK

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Manager's Report, May 2, 1975 (WORKS - 1)

WORKS AND UTILITY MATTERS

RECOMMENDATIONS:

1. Local Improvements by "Petition"

The City Manager submits the following reports of the City Engineer and Director of Finance:

"First Step (City Engineer's report)

Petitions for

- Pavements & Curbs, Local Residential
- Lane Pavements, Residential Standard
- P.C. Concrete Sidewalk

sufficiently signed by affected property owners have been forwarded to me by the City Clerk. As required by the Local Improvement Procedure By-law, I have to advise that it is feasible and desirable to undertake the projects as Local Improvements.

The projects are shown on the attached schedule dated April 25, 1975.

Funds for the City's share of these improvements were approved by Council on April 15, 1975.

The 16 projects included in this report have been selected from 55 petitions on hand on a priority based on order of receipt up to the funds available.

Second Step (Director of Finance report)

In accordance with the provisions of the Local Improvement Procedure By-law, I am submitting the City Engineer's report dated April 25, 1975.

The estimated total cost of these improvements is \$105,691 and the City's share of the cost is \$75,523.

I have to report that the necessary financial arrangements can be made to carry out this work."

The City Manager has decided that it is desirable to undertake the projects referred to and RECOMMENDS that:

- A. The reports of the City Engineer and the Director of Finance be adopted, together with the details of the Second Step report on file in the City Clerk's office.
- B. The City-owned parcels shown on the list attached to the detailed Second Step report for the Local Improvement projects be declared assessable.
- C. The projects listed in the attached schedule dated April 25, 1975 be brought before a Court of Revision at 2.00 p.m. on Tuesday, June 3, 1975.

FOR COUNCIL ACTION SEE PAGE(S) //.....

Manager's Report, May 2, 1975 (BUILDING - 1)

BUILDING AND PLANNING MATTERS

A-4

RECOMMENDATION

1. Point Grey Road Property Acquisition -
3623 Cameron Avenue

The Director of Planning reports as follows:

"On March 22, 1972, Council requested that the Director of Planning report on any development permit applications in the Point Grey Road area.

A development permit application (#69584) has been received from Mr. Philip Garraway to construct a grade level wood deck which would extend from the rear of the building at 3623 Cameron Avenue and out over the existing seawall.

An earlier development permit application (#68563) was issued on December 21, 1974 which allowed construction of a sundeck. The minor nature of the development was the basis for issuing the permit, although it should be noted that side and rear yard requirements were relaxed to permit development.

The development permit application #69584 currently before the City involves construction of a deck that would overhang the seawall.

An extended deck of the sort proposed would encourage similar developments along Cameron Avenue, particularly as neighbours would find the extension(s) increasingly encroaching on their views. Eventually, decks would overhang the entire seawall and considerably reduce the environmental amenity of the area in general and that of the foreshore beach in particular.

In light of the precedent that would be set by allowing construction beyond and over the existing seawall, it is recommended that D.P.A. #69584 be refused."

The City Manager RECOMMENDS approval of the recommendation of the Director of Planning.

2. Point Grey Road Property Acquisition -
2665 Point Grey Road

The Director of Planning reports as follows:

"On March 22, 1972, Council requested that the Director of Planning report on any development permit applications in the Point Grey Road area.

A development permit application (#69777) has been received from John Keith-King Architects to alter the use of an existing dwelling by redeveloping it into a duplex. The address of the site is 2665 Point Grey Road, which is situated in Priority Area 2.

In July, 1969, the Council, in response to a report from the Director of Planning, resolved that a number of limitations be placed on development along Point Grey Road, particularly in areas considered high priority in terms of future park plans. One limitation, which covers the location of the development permit application dealt with in this report, was that applications for alterations be approved, where the alteration does not exceed \$30,000 in value.

This alteration is expected to be in excess of \$30,000 in value.

The Local Area Planning staff in Kitsilano, and the Kitsilano Citizens' Planning Committee have reviewed the plans accompanying the application and have no objections to the proposed development unless City Council wishes to acquire this property.

Manager's Report, May 2, 1975 (BUILDING - 2)

Clause No.2 (continued)

Consequently, unless the City of Vancouver intends to acquire the property, it is recommended that D.P.A. #69777 be approved."

The City Manager notes that there are no funds remaining in the Point Grey Road Property Acquisition Account and RECOMMENDS that the recommendation of the Director of Planning be approved.

INFORMATION

3. Museums of Antique Music Machines & Antique Vehicles

The Director of Planning reports as follows:

"Doyle H. Lane wrote to City Council on February 24th, requesting assistance in locating a large "heritage" building to have a Museum of Antique Music Machines and Antique Vehicles. The Director of Planning was requested to report to Council on this matter.

Mr. Lane was contacted and he indicated a need for a minimum of 8,000 square feet close to parking. Hodson Manor is too small and there is insufficient parking near the Old Museum. Mr. Lane felt a location outside the City core in a building with adjacent property which could allow for future expansion, would be preferred.

While there are several buildings in Vancouver which fit these criteria most are privately owned. Mr. Lane has been advised to contact the Parks Board directly in regard to any buildings under their control.

If any suitable buildings come to the attention of this department Mr. Lane will be so notified."

The City Manager submits the foregoing report for the INFORMATION of City Council.

RECOMMENDATION

4. Additions and Alterations to the Maritime Museum

The Director of Permits and Licenses reports as follows:

"A letter and drawings have been received from the Vancouver Museums and Planetarium Association outlining their desire to carry out some major additions to the Maritime Museum. The additional space would provide the following:

- a) A new enclosed entrance way extending to the parking lot along the north side of the St. Roch Shelter -

This is to provide a larger and more obvious entrance for the general public in addition to allowing for effective visitor control at time of entry.

- b) Space for a shop to sell maritime and nautical items -

This would apparently be of considerable financial help in providing additional funding for the Museum.

- c) Additional display gallery with a new basement storage area -

During the presentation of the Maritime Museum of the Senator Laing Collection of Eskimo art and artifacts to the City of Vancouver, the Museums Association was informed that a further 250 pieces from the Federal Collection will be sent to the Maritime Museum for display along with the 'Laing' Collection. It was also mentioned that the Federal Government might provide funds to construct a gallery to display these collections.

Manager's Report, May 2, 1975 (BUILDING - 3)

Clause No.4 (continued)

The Museums Association look to their sources of funding as the Federal Government and the Provincial Government Recreation Fund. It is not their intention to request funding from the City of Vancouver. They have a commitment from the Federal Government to provide a minimum of \$25,000 towards construction of the gallery and storage area.

In order to have a base to discuss funding with the Senior Governments the Museums Association requires construction estimates and preliminary drawings. Before the Museums Association hires consultants, they wish to inform Council of the proposal and request approval in principal.

The City Architect has examined the proposal and is concerned that the expansion on the waterfront side of the building will be detrimental to both the external and internal appearance. It is recommended that approval could be given for the preliminary design study and cost estimates, but final approval would be contingent on acceptance of the design by the Design Panel."

The City Manager RECOMMENDS approval of the foregoing recommendation of the Director of Permits & Licenses.

FOR COUNCIL ACTION SEE PAGE(S) 11/12

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Manager's Report, May 2, 1975 (FIRE - 1)

FIRE AND TRAFFIC MATTERSCONSIDERATION:1. West End Traffic Scheme II

The City Manager submits the following report of the City Engineer:

"On December 12, 1974, the Civic Development Committee considered a letter from the Greater Vancouver Taxi Driver Employees' Association expressing concern about the installation of Traffic Scheme II in the West End east of Denman. The Committee recommended that the City Engineer prepare a report reference for Council including all alternatives suggested and no action be taken in the meantime. A report reference will accompany this report.

Background

The traffic barriers are a result of the implementation of West End policy guidelines 7 and 8 adopted by Council in 1972. Guideline 7 dealt with through traffic and the desire to minimize its impact on West End Streets and Guideline 8 was proposed to limit local West End generated traffic to 2 - 3 blocks on local streets and to direct the traffic onto the arterials.

The through traffic problem was significant on streets west of Denman (Chilco, Gilford) but is virtually negligible east of Denman despite numerous references to it by various groups and individuals.

There was considerable pressure during the Guideline preparations to "improve traffic conditions" east of Denman and Guideline 8 was the result. However, there was a very significant difference in traffic conditions between Chilco Street (10,000 vehicles per day; 90% non-local) and say, Jervis Street (2,000 vehicles per day; 90% local).

Considerable support (2/3 in favour) has been noted for the treatment west of Denman where traffic conditions have been altered drastically and living conditions related to traffic noise improved substantially with relatively little inconvenience to local residents, service vehicles, taxis, etc.

Traffic Scheme II received only a 50% favourable response in part reflecting the people's realization that they were not going to benefit significantly in terms of reduced traffic volumes, noise, etc., but would suffer more inconvenience.

West End Policy Guideline 9 dealt with West End Parking which was identified by West Enders as their number one problem. In the summer of 1974 proposed parking regulations were referred back to the West End Planning Team to obtain public reaction subsequent to implementation of these (or revised) regulations. These regulations were:

In 3 trial areas (1. West of Denman between Nelson and Alberni; 2. South of Davie between Broughton and Bute; 3. East of Bute between Robson and Pendrell) parking on-street be prohibited from 4:00 A.M. to 9:30 A.M. and decal parking for residents only be established in lanes.

Questionnaires have been sent out and 3 public meetings have been held to consider the proposed regulation. A report will be submitted later this year on this matter.

Traffic Scheme II

Traffic Scheme II proposed the installation of eight barriers, one cul-de-sac, two street end closures, speed deterrent bumps in certain lanes and the two-waying of Thurlow between Nelson and Pacific as shown on the attached plan.

Future Plans for the Area East of Denman

On-going planning for the West End undoubtedly will result in proposals for mini-parks in the area east of Denman achieved by closing portions of the local streets. The barrier system was in part, an experiment to determine how traffic

Manager's Report, May 2, 1975 (FIRE - 2)

Clause 1 Cont'd

patterns might be altered to decide on possible locations for mini-parks. Even if no more barriers are installed, consideration should be given to the fact that there will be pressure from various public groups to close streets to vehicles for the creation of mini-parks. The attached sketch from the consultant's report "Open Space - a policy outline for the West End" prepared for the West End Planning Team (not adopted by Council) illustrates street closures for open space.

Options

At the Committee meeting in December 1974, the following five options were discussed briefly and are further commented on in this report.

- (a) Proceed as originally scheduled by installing barriers early in 1975.
 - (b) Take no action until the barriers already installed west-of Denman can be assessed following one year of operation. These barriers have eliminated the majority of through traffic problems and this may be all that is required.
 - (c) Select one or two barriers to be installed in localities the Committee feels may be beneficial, recognizing that this will not achieve guideline 8, i.e. to limit local traffic.
 - (d) Consider the possibility of extensive stop-signing.
 - (e) In view of the absence of a clear majority support for the barrier scheme and complaints of West End commercial services, the Committee consider whether it is still necessary to implement guideline 8.

Comments

Item (b) - The barriers, closures, etc., west of Denman have been in since June 1973, and have proven to be very successful and acceptable to the residents (2/3 in favour) in eliminating through traffic from local streets. However, the traffic situation on local streets east of Denman is different, and therefore, the experience west of Denman is not really relevant in assessing the appropriateness of possible schemes east of Denman except that through trips have been virtually eliminated already.

Item (d) - This would mean installing stop signs on all four legs at every intersection. In some specific locations, such treatment may discourage some traffic, however, because of the relatively low volume on local streets, extensive stop signs treatment may lead to a non-observance situation or a "rolling -stop" habit that would be undesirable. Extensive stop sign treatment in an area such as this when dealing with primarily local traffic is not considered appropriate. A real "stop-start" noise problem would also arise.

Items (a), (c) & (e) - The barrier plan for the eight new barriers was a carefully developed scheme involving a relationship between all the barrier locations and the resulting traffic patterns. The installation of some but not all the barriers may create worse overall conditions than desirable, i.e. there could be more people who felt adversely affected than people who felt beneficially affected.

A partial implementation of the barrier plan in those areas that had a positive response (greater than 60%, e.g. Barclay/Broughton, Smithe/Jervis) might be considered but the resultant traffic patterns may be more detrimental than present conditions to many people. These conditions could be changed by installation of additional barriers or by removal of these implemented as part of the partial scheme.

One element of Traffic Scheme II that would be beneficial and should be implemented (at least on a trial basis in a number of locations) is the speed deterrent bumps in the lanes. It would be appropriate to install approximately one-quarter of the speed deterrent bumps originally proposed in order to study their effectiveness and acceptability. The locations for such a trial would be lanes adjacent Davie and Robson that have commercial on one side and residential on the opposite side.

Manager's Report, May 2, 1975 (FIRE - 3)

Clause 1 Cont'd

Because of the many disruptions to the downtown street system brought about by various construction projects, etc., the two-waying of Thurlow Street should not be implemented now. This item is somewhat independent of the remainder of the traffic scheme and the downtown street system will be monitored and at some time in the future the two-waying of Thurlow can be reviewed.

West End Planning Staff Comments

Traffic Scheme II was approved by Vancouver City Council in July, 1974, in order to achieve both the following objectives for the area east of Denman:

- (1) Implement Policy Guideline #8 - "divert local traffic from residential streets to collector streets"; and
- (2) Anticipate and provide necessary experience for the future development of mini-parks.

A reply-paid questionnaire with a map of the proposed scheme and explanation was distributed to all West End households by the postman's walk method. Of the 23,600 questionnaires sent out, 3,088 replies were received, representing 13.4% of households.

For the total replies, the results indicated 56% in favour, with drivers being about 50% and non-drivers 73% in favour. The response west of Denman was most favourable (67%).

Response from the area east of Denman varied by sub-areas, ranging between 45-63% in favour (see attached West End Traffic Scheme II). The overall favourable response east of Denman was 51%.

Subsequent to the receipt of the questionnaires, the West End Planning Centre has received only 23 letters from local residents regarding Traffic Scheme II. These were similar to the response obtained by the questionnaire (12 in favour, 11 opposed).

In addition, a petition was received from 415 Nicola Street residents urging the re-classification of Nicola Street from the category of "local distributor" to "residential" street in Traffic Scheme II. The petition supported the re-routing of heavy traffic volume around the West End but suggested 4-way stop streets as an alternative to barriers.

The Greater Vancouver Taxi Drivers Employees Association discussed their opposition to Traffic Scheme II with West End planners at a meeting in November. They reacted favourably, however, to the City providing all taxi-drivers with a map indicating best routings and the location of any additional traffic diverters installed.

The City Engineer has outlined several problems and reservations regarding Traffic Scheme II. West End planners wish to draw Council's attention to West End Policy Guidelines #10 and #11: "develop planned park space; provide for additional park space", and "design and program park spaces".

As a part of the approved work program, West End planners will be reporting on an open space policy for the West End. As a part of this report, and in conjunction with the City Engineer and others as outlined below, it is proposed that recommendations should be made upon the location of some trial mini-parks east of Denman. It is thought that in addition to achieving guidelines #10 and #11, this would partially achieve Guideline #8: to divert local traffic to collector street.

The West End planners therefore submit an additional alternative for consideration:

- (f) that Council request the West End planners to report back concerning possible locations of trial mini-parks east of Denman, taking into consideration:

Manager's Report, May 2, 1975 (FIRE - 4)

Clause 1 Cont'd

- (1) recommendations made by the West End Open Space consultant;
- (2) the advise of the City Engineer concerning traffic implications;
- (3) the views of local residents;
- (4) the advice of the Parks Board and the Fire Chief;
- (5) preliminary evaluation of mini-parks west of Denman as they are completed.

Summary

Implementation of Traffic Scheme II to achieve Guideline 8 was approved by Council on July 23, 1974, and has been postponed for further review at the request of the Civic Development Committee in December 1974. The purpose of Guideline 8 was to reduce traffic problems in the West End (primarily east of Denman) and thereby improve the liveability and amenity of the area. A trade-off against this improvement is a reduced level of transportation service to the residents of the West End. In a survey of West End residents it was determined that about half favour the environmental improvement and the other half are concerned about the inconvenience which this entails. Thus, there is no clear majority for either. It is not certain that the residents of the West End wish Guideline 8 to be implemented. One element of Traffic Scheme II that should be implemented on a trial basis is the speed deterrent bumps in the lanes adjacent Davie and Robson.

The two-waying of Thurlow should not be proceeded with at this time.

Accordingly, the City Engineer RECOMMENDS that:

- (a) approximately $\frac{1}{2}$ of the speed deterrent bumps in West End lanes originally approved by Council as part of Traffic Scheme II be implemented on a trial basis;
- (b) the two-waying of Thurlow not be proceeded with at this time.

With respect to the local street aspects of Traffic Scheme II (barriers, cul-de-sacs) the options listed below are presented to Council for consideration:

- (a) proceed as originally scheduled and install the barriers now;
- (b) take no action until the completed mini-park/diverter system west of Denman can be assessed. (Completion is scheduled for later this spring).
- (c) select one or two barriers in areas responding favourably (in excess of 60%) for installation now, recognizing this will not achieve Guideline 8;
- (d) consider extensive stop-signing on local streets;
- (e) in view of the absence of a clear majority support for the barrier scheme and complaints from West End commercial services, consider whether it is still necessary to implement Guideline 8;
- (f) that Council request the West End planners to report back concerning possible locations of trial mini-parks east of Denman, taking into consideration:
 - (1) recommendations made by the West End Open Space consultant;
 - (2) the advice of the City Engineer concerning traffic implications;
 - (3) the views of local residents;
 - (4) the advice of the Parks Board and the Fire Chief;
 - (5) preliminary evaluation of mini-parks west of Denman as they are completed."

The City Manager submits the foregoing report of the City Engineer to Council for CONSIDERATION.

RECOMMENDATION:

2. Cedar Cottage N.I.P. Allocation: Reconstruction in Intersection

The City Manager submits the following report of the City Engineer and the Director of Planning:

"The Cedar Cottage N.I.P. Concept Plan as approved by City Council on November 12, 1974, stated that one of the priorities in the Cedar Cottage area is "To improve the safety of the area (in terms of traffic as well as in terms of vandalism)". Part of the reason for this priority was regard for pedestrian

Manager's Report, May 2, 1975 (FIRE - 5)

Clause 2 Cont'd

and vehicular safety at the 18th Avenue/Victoria-Commercial Diversion/Findlay Street Intersection. In the general Community questionnaire that was distributed in September of 1974 the suggestion that traffic lights be installed at this intersection was rated 5th of the 40 N.I.P. project suggestions placed on the questionnaire by the N.I.P. Committee. Requests for traffic lights at this intersection were also made at the public meetings held in the area and at other, smaller, meetings.

In the Fall of 1974 the Engineering Department undertook a study of the street and traffic patterns in the Cedar Cottage area. The results of the study indicated that pedestrian and traffic volumes at this location were not significant enough to warrant installation of traffic lights when compared to city-wide criteria and priorities. However, redesign and reconstruction of the intersection to reduce, to about one-half, the length of the pedestrian crosswalk across the Victoria-Commercial Diversion was a feasible alternative and costing estimates were prepared. The new design also materially simplifies the vehicular flow patterns through the intersection which will assist the local motorists wishing to enter the major flow. The redesign and cost estimates were considered and approved by the Cedar Cottage N.I.P. Committee and included as part of the utilities budget in the N.I.P. Concept Plan. The estimated cost including landscaping and the City's share of a related local improvement sidewalk total \$17,000.00.

The Director of Planning points out that the Cedar Cottage N.I.P. Committee wishes it noted that although they have approved of the intersection redesign, they are still of the opinion that traffic lights are a necessity and that if the reconstruction does not prove satisfactory in improving the safety of the intersection then installation of traffic lights should be reconsidered.

The City Engineer and the Director of Planning recommend that the reconstruction of the above intersection be approved with the cost, estimated at \$17,000.00 chargeable to Cedar Cottage N.I.P. funds."

The City Manager RECOMMENDS that the above report of the City Engineer and the Director of Planning, be approved.

FOR COUNCIL ACTION SEE PAGE(S) 12

MANAGER'S REPORT , May 2, 1975 (FINANCE -1)

FINANCE MATTERS



RECOMMENDATION

1. Assignment of Crossing Agreements

The Assistant Director of Legal Services reports as follows:

"Many of the sidewalk crossing agreements between the City and occupiers of the premises served by the crossing are secured by a surety company bond. The purpose of the bond is to ensure that the City is reimbursed for reconstruction costs in the event that the holder of the agreement neglects or refuses to pay these costs. When a new occupant arrives, it is necessary to assign the old agreement to the new occupant and arrange a new bond or have the existing bonding company consent to having the assignee of the agreement also become the new principal under the bond. These procedures are nothing more than routine administrative paper work.

Thus it is recommended that the authority to consent to an assignment of a bonded crossing agreement be delegated to the Director of Legal Services. It is further recommended that such crossing agreements be secured by whatever security shall be acceptable to the Director of Legal Services. In each case, the documentation shall be to the satisfaction of the Director of Legal Services."

The City Manager RECOMMENDS that the foregoing recommendation be approved.

CONSIDERATION

2. Communication From Vancouver Police Board

The following report has been received from the Director of Finance.

"I have been asked to submit to City Council the following communication from the Vancouver Police Board:

'The Chief Constable reported that the Training Academy had a 1958 bus which was used for transporting recruits to the outdoor range and swimming pool. It was also used to transport members of the Force during demonstrations and special events. He said the B.C. Police College wished to purchase the bus for the nominal sum of \$1.00 with the understanding that it would be available to the Force for use on special occasions and emergencies. The Chief recommended that the bus be sold to the B.C. Police College for the sum of \$1.00.'

Moved:

'THAT City Council be requested to consider authorizing the sale of the Police Academy bus to the B.C. Police College for the sum of \$1.00 with the understanding that it will be available for use by the Police Department on special occasions and emergencies.'

Carried.'

Clause No. 2 continued.

The bus was purchased in 1958 at a price of \$7,000.00, and last year approximately \$2,000.00 worth of work was done on the motor, transmission, etc. The City's Purchasing Agent considers the value of the bus to be in the area of \$800.00 to \$1,000.00. The B.C. Police College is a Provincial organization."

The City Manager submits the above report of the Director of Finance for Council CONSIDERATION.

3. The Vancouver City Planning Commission Request for Funding for the 1975 Fiscal Year

The Director of Finance reports as follows:

"City Council, at its meeting of December 17, 1974, reviewed the terms of reference of the Vancouver City Planning Commission and resolved that the staffing requirements of the Commission consist of an executive co-ordinator and secretarial staff. It was also resolved that the staffing requirements of the Commission be reviewed by an appropriate Council Committee and report back to Council in six months time (June 1975).

The Commission has, by their letter dated March 19, 1975, to the Standing Committee on Finance and Administration, submitted its 1975 proposed operating budget, and requested funding from the City in the amount of \$21,002.00. The following is the detail, by category, of the proposed expenditures, together with the 1974 appropriations and actual expenditures.

<u>Category of Expenditure</u>	<u>1974</u>		<u>1975 Request</u>	<u>Variation of 1975 Request over 1974 Actual Expenditure</u>	
	<u>Appropriation</u>	<u>Actual Expenditure</u>		<u>\$</u>	<u>%</u>
Office Supplies & Services	\$ 2,350	\$ 2,337	\$ 2,825	\$ 488	21%
Workshops, Seminars, & Conference Expenses	2,500	2,023	2,500	477	24%
Public Meetings & Information Process	1,000	203	1,000	797	393%
Refreshments for regular and Special Meetings	1,000	980	1,600	620	63%
Grant to Composite Committee	2,500	2,500	2,500	-	-
Honorarium to Executive Co-ordinator	<u>10,800</u>	<u>10,800</u>	<u>12,860</u>	<u>2,060</u>	<u>19%</u>
Total	\$20,150	\$18,843	\$23,285	\$4,442	24%
1974 unexpended balance			<u>(2,283)</u>		
Net amount requested for 1975			\$21,002		

The foregoing does not include the cost of the secretarial staff as referred to in the Council resolution of December 17, 1974. This staff, although devoted entirely to the City Planning Commission, is funded in the budget of the City Planning Department as follows:

Manager's Report, May 2, 1975 (FINANCE-3)

Clause No. 3 Continued:

	<u>1975 Estimated Cost</u>
One full-time Stenographer III (established by resolution of Council Aug. 10, 1972))
One full-time Stenographer II (established by resolution of Council Mar. 13, 1973))
Overtime	500
Temporary Help (Vacation Relief)	622
Fringe Benefits	<u>1,630</u>
Total 1975 Secretarial Costs	<u>\$18,820</u>

Total 1975 City cost of City Planning Commission
as detailed herein:

City Planning Commission Request	\$ 21,002
Secretarial help funded in City Planning Department	<u>18,820</u>
Total City Cost	\$ <u>39,822</u>

The City Planning Commission request for \$21,002, exclusive of secretarial help in the amount of \$18,820 which is funded in the City Planning Department, is submitted for Consideration."

The City Manager submits the foregoing report of the Director of Finance for Council CONSIDERATION.

4. Hearing Conservation Program

The Medical Health Officer reports as follows:

"For over 20 years the Health Department has operated a hearing screening program which has concentrated on assessing hearing thresholds in school children with a much lesser emphasis on the hearing of preschool children and adults. Late in 1973 I asked the Senior Speech Therapist to undertake a review of this service and to advise on any changes that might be necessary. This review was completed and the report submitted in February 1974 and it indicates that the existing program is totally inadequate for the following reasons:

- a) inadequate testing environments in the schools and health units,
 - b) inadequate level of training of existing personnel
(Audiometrist, Pay Grade 14),
 - c) lack of suitably trained senior to direct program leading to inadequate criteria for the program and incomplete data on which to base modifications.

From the data available it appears that many children with hearing defects were missed and an even larger group, sometimes as many as one-third, have been falsely labelled as hearing impaired. Screening programs which miss or falsely identify the persons in the target population are recognized as inefficient and ineffective. Clearly this program has not met its objectives adequately in recent years.

Rationale for Program Modification

It is estimated that between 4% and 5% of the population have impaired hearing and of this group over half are either totally deaf or have a moderate to severe loss of hearing acuity. Hearing loss can interfere with many aspects of development and living. In particular, it impedes language development in children, interferes with school progress, hinders communication in all age groups and contributes significantly to the isolation of the elderly. In Vancouver there are approximately 10,000 people with a significant hearing impairment.

Clause No. 4 Continued:

The hearing screening program of this Department has been operated to identify persons with possible hearing loss. It has not served to identify the specific type of loss nor contributed significantly to the rehabilitation or follow-up of persons so affected. This community lacks sufficient suitable resources to undertake these tasks and it is unlikely that these resources will be developed in the foreseeable future. I therefore recommend that the Health Department be authorized to undertake a review of service requirements and consider the costs of establishing a hearing conservation program with the initial emphasis on children, later adults.

While a hearing conservation program is clearly what is required, the Health Department does not have in its establishment a person broadly trained and experienced in audiology to advise it on the details of such a program. It is therefore recommended that a professional audiologist be hired for up to one year to undertake this detailed review of audiological needs in this community and to advise on the structure of a comprehensive hearing conservation program. It will be necessary to fill this position with a person holding at least a Master's degree and preferably a Ph.D. in audiology and with a minimum of 5 years' experience in clinical audiology and experience in the development of community hearing conservation programs including training and supervision of field staff and administration of a program budget. It is estimated that a specialist of this calibre will cost approximately \$22,400.00 per year. At the completion of the review the audiologist's recommendations and cost details will be submitted to Council for its consideration.

Cost Sharing

The review to be done by the audiologist will be co-sponsored by the Vancouver School Board which will share the cost equally with the City. The School Board cost sharing is, however, already included in the present School Board allocation to the City, as their share of the Public Health Programme generally, so that there will be no additional contribution from the School Board with which to fund this proposal. It is anticipated that a comprehensive hearing conservation program will be more expensive than the present limited hearing screening program and that this cost could be shared among the City, Vancouver School Board, and the Provincial Department of Health Services. Once the report and its recommendations have been submitted negotiations will be opened with these other two bodies on this matter.

The Business Manager of the V.M.R.E.U. has received a copy of this report.

Summary

Your Medical Health Officer recommends that:

- a) the existing position of Audiometrist in the Health Department be abolished with a resultant reduction in annual cost of \$8,655.00, including fringe benefits,
- b) a temporary one year position of Consultant-Audiologist be established at a total annual cost of \$22,400.00, including fringe benefits. The Vancouver School Board has agreed that this position will be included in the cost shareable programme to which the Board is allocating \$1,650,000.00 in the 1975 fiscal year. The total annual cost for this position will be \$22,400.00, with this amount partially offset by the reduction of \$8,655.00 referred to in (a) above, leaving a net annual increased cost of \$13,745.00. It is anticipated that, if approved, the programme would commence in June, 1975, so that the programme would run from June 1, 1975 to May 31, 1976. The additional City cost for 1975 would be \$6,872.00, and the Comptroller of Budgets advises that, if this report is approved, the source of funding will be Contingency Reserve.
- c) The Director of Personnel Services report to the City Manager on the salary and classifications of the new position.

Clause No. 4 Continued:

The City Manager notes that funding this temporary position constitutes a new service leading a further increase in the standard of service being provided and submits the recommendations of the Medical Health Officer for Council's CONSIDERATION.

5. Pacific National Exhibition Capital Budget 1975

The Director of Finance has submitted the following report.

"Each year the PNE is required to submit its operating budget to Council for information and its capital budget for consideration and approval. The report to Council on the 1975 PNE operating budget will be forwarded shortly.

The proposed 1975 PNE capital budget is herewith submitted in this report.

Council has so far this year approved three items being:

(i) Improvements to the main entrance	\$126,500.00
(ii) Improvements to feature attractions area	130,000.00
(iii) Improvements to racetrack, PNE share	980,000.00
TOTAL	\$1,236,500.00

The PNE is now presenting the balance of their 1975 proposed capital budget, consisting of the following items:

A. 69 KV electrical system (Council in 1974 approved \$1,000,000.00 but the estimates have come out considerably higher.)	\$1,435,000.00
B. Coliseum rink lighting	280,000.00
C. Parking lot improvements, landscaping, drainage etc.	250,000.00
D. Works and Stores department improvements	24,700.00
E. Dogwood renovations	35,000.00
F. Electrical improvements	108,200.00
TOTAL	\$2,132,900.00

The detailed descriptions of these items as submitted by the PNE are attached to this report. The PNE advises that the funds required to meet the obligations of the Pacific National Exhibition resultant from the undertaking of these and previously proposed projects can be provided for out of the funds generated by the operations of the PNE.

I asked the Comptroller of the PNE to provide me with a cash flow projection based on their capital program and probable net profits over a period of several years. He has provided this projection and it would seem to indicate that the PNE can handle these proposed capital expenditures. It should be pointed out that the total of the above items, being \$3,369,400.00 does not include the jockey club's share of the racetrack improvements, being \$2½ million. However, this is provided for in the cash flow projection as a loan in 1976 of \$2½ million and the projection further provides for the repayment from the

Clause No. 5 Continued:

jockey club of their share plus the repayment by the P.N.E. to the Bank on the loan.

The request of the P.N.E. for Council approval of the above capital items totalling \$2,132,900.00 is submitted to Council for consideration."

The City Manager submits the above report of the Director of Finance to Council for CONSIDERATION.

CONSIDERATION

6. Establishment of Two Additional Speech Therapist I Positions

The Medical Health Officer reports as follows:

"In 1967 City Council, recognizing the unmet needs of the City's speech and language handicapped, established 5 full-time Speech Therapist positions; allocated one per Health Unit. In 1969 Council authorized the upgrading on one of these positions, creating a Speech Therapist II with both supervisory and clinical service responsibilities.

Since the inception of this service, it has been evident that only a small percentage of the need can be met with a staff of 5 therapists, even when their service is complemented by the work of up to 7 School Board Therapists. In the last year, serious inequities have arisen in the distribution of Speech Therapy services. Specifically, two units are unable to provide the level of service available at the other three units.

- (a) Burrard Unit - the Speech Therapist II, located at this Unit, has become increasingly involved in her non-service, administrative responsibilities (supervision, selection and orientation of new staff, program planning and budgeting, inter-agency planning and liaison). Only 10% of her time is available for the provision of clinical services to the Unit at the moment and this situation will continue indefinitely. This Unit with a population of 115,000 cannot provide more than a token half-day per week of Speech Therapy services to its community.
- (b) West Unit - with service boundary changes, this Unit now has a population of 128,000 and provides service to 46 schools with 28,000 children, approximately 40% of the Vancouver school population. Previously, the Unit Speech Therapist I was able to provide some consultative services to staff and clinical services to preschoolers and adults. Today, less than 5% of requests for service to staff and community can be met.

The situation is difficult for both therapists and the Unit areas they serve. It is therefore recommended that two additional Speech Therapist I positions be established to bring the level of service available in these Units into equilibrium with that available in the other Units.

There have been discussions with senior School Board personnel who have undertaken to hire more therapists for school age children and it is planned that the Health Department shift their limited resources primarily to the preschool population. It is agreed with the Vancouver School Board that in spite of a progressive shift by Health Department therapists to the preschool child, the Vancouver School Board would continue to support the five positions at the 60% level. This will change the support for the total service by the School Board from 60% to approximately 44% and the service distribution from 60% of time for school children to approximately 40%.

Clause No. 6 Continued:

COST 2 Speech Therapist I positions (Pay Grade 23 - 1974 rate at \$963)

	<u>Mar. 15 - Dec. 31/75</u>	<u>Annual Recurring Cost (1974 rates)</u>
Salary	\$18,297	\$23,112
Fringe Benefits @ 12%	<u>2,196</u>	<u>2,773</u>
TOTAL COST	<u>\$20,493</u>	<u>\$25,885</u>

The Comptroller of Budgets advises that if approved funds will be added to the 1975 Departmental Budget.

Your Medical Health Officer therefore recommends that two Speech Therapist I positions be established in the Health Department."

The City Manager, noting that this represents an increase of 175% in the level of service to the pre-school children, and further that the Vancouver School Board is not assuming any responsibility for the additional costs, submits the foregoing report for Council's CONSIDERATION.

FOR COUNCIL ACTION SEE PAGE(S) 12 - 14

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Manager's Report, May 2, 1975..... (PERSONNEL - 1)

PERSONNEL MATTERS

RECOMMENDATION

1. Annual Meeting of the REGISTERED NURSES' ASSOCIATION OF B.C.

The Medical Health Officer reports as follows:

"Miss Bonnie Code, B.S.N., South Unit is requesting leave of absence with pay to attend the Annual Meeting of the Registered Nurses' Association of B.C. being held in Penticton, B.C. on May 7, 8, and 9, 1975. Miss Code has been named an official voting delegate for the Vancouver District and as such must attend all sessions. The Greater Vancouver District Association will pay all expenses. The only cost to the City will be the leave of absence with pay, and funds are available in the Health Department's Budget to meet this expenditure.

There is a full complement of nursing staff at South Unit and arrangements will be made for Miss Code's duties to be shared amongst existing nursing staff.

Miss Code has been a member of the RNABC's Planning and Education Committee, and participates in the meetings when the programs and objectives for the coming year are decided. Educational sessions of relevance to community health nursing are scheduled throughout the three days. She understands she would be expected to impart information obtained to her co-workers in this Department.

It is recommended that, in accordance with Regulation 45-2, Miss Bonnie Code, Public Health Nurse I, be granted three days leave of absence with pay in order to attend the Annual Meeting of the Registered Nurses' Association of B.C. in Penticton May 7, 8, and 9, 1975."

The City Manager RECOMMENDS that the recommendation of the Medical Health Officer be approved.

2. Business Orientation Programme

The Director of Personnel Services reports as follows:

"The Vancouver Chapter of the Administrative Management Society is again sponsoring a one-week on-the-job training programme for selected students from the Commercial Departments of Vancouver Secondary Schools, May 12, 1975 through May 16, 1975. This is the same programme which has been approved by Council in past years.

The students will work as trainees with no salaries, fees or other considerations to be offered or paid. The parents of the students sign a release which absolves, the employer from any responsibility for accidents. In many cases, the parents provide their own insurance coverage for the student. The plan is of great value in providing the students with practical experience and also acquaints us with potential candidates for beginning clerical jobs at graduation time.

Several City Departments and the Regional and Municipal Employees' Union indicate their willingness to co-operate with the Administrative Management Society in their Business Orientation Programme for students.

I therefore RECOMMEND that the City cooperate with the Vancouver Chapter of the A.M.S. by utilizing students as outlined above."

The City Manager RECOMMENDS that the above recommendation of the Director of Personnel Services be approved.

Manager's Report, May 2, 1975.....(PROPERTIES - 1)

PROPERTY MATTERS

RECOMMENDATION

1. Sale of Properties

The Supervisor of Property & Insurance reports as follows:-

"Offers to purchase were received by the City Clerk as a result of the City's call for tenders, and were opened in public on April 21st, 1975.

RECOMMENDED That the following offers to purchase be accepted and approved under the terms and conditions set down by Council, being in each case the highest offer received.

Lot C, Block 12, N.W. $\frac{1}{4}$ Section 337, Plan 15600
E/S Vivian Street Between 47th & 48th Avenues

Name	Approx. Size	Purchase Price	Terms	Conditions
Knight Realty Ltd.	40' X 120'	\$37,200	City terms @ 10%	Subject to utility easement

Lots A,B,C, Block 112 & 129, D.L. 36 & 51
W/S Manor Street, North of B.C. Hydro Right-of-Way

Name	Approx. Size	Purchase Price	Terms	Conditions
Perosa Realty & Insurance Agents	38' X 132(A) " "	\$33,520 \$33,520 \$33,020	City terms @ 10%	No guarantee is given as to soil con- ditions

The City Manager RECOMMENDS that the foregoing Recommendation of the Supervisor of Property & Insurance be approved.

2. Soil Tests on City-Owned Property

The Supervisor of Property & Insurance reports as follows:-

"In April, 1967, City Council authorized the Supervisor of Property & Insurance to obtain soil reports on City-owned property when, in his opinion, such reports were considered necessary, provided the cost of the soil report did not exceed \$1,500.00 in any one case.

Soil tests are conducted on City-owned lands being offered for sale where poor soil conditions are known to exist or where there is a good probability that they do.

These tests are highly desirable in order to establish the foundation requirements prior to marketing land suspected of being unsuitable for conventional foundation practices; to advise prospective purchasers and the City Building Department of the soil conditions so that the buildings may be properly designed, and to assist our Department in the appraisal of the property.

The major portion of the City-owned properties left for sale have poor soil conditions and the necessity to obtain soil tests has become more frequent. As the cost of obtaining such tests has increased considerably since April, 1967, it is suggested that the minimum of \$1,500.00 which may be authorized by the Supervisor of Property & Insurance be raised to reflect the trend of today's higher prices.

Manager's Report, May 2, 1975.....(PROPERTIES - 2)

Clause #2 (Cont'd)

It is therefore

RECOMMENDED That the Supervisor of Property & Insurance be authorized to obtain soil reports on City-owned lands when, in his opinion, such reports are considered necessary, provided that the cost does not exceed \$3,000.00 in any one case."

The City Manager RECOMMENDS that the foregoing Recommendation of the Supervisor of Property & Insurance be approved.

FOR COUNCIL ACTION SEE PAGE(S)..... 14

REPORT TO COUNCIL

I

STANDING COMMITTEE OF COUNCIL
ON PLANNING & DEVELOPMENT

April 17, 1975

A meeting of the Standing Committee of Council on Planning & Development was held on Thursday, April 17, 1975, in the No.1 Committee Room, third floor, City Hall, at approximately 3:45 p.m.

PRESENT: Alderman Bowers, Chairman
 Mayor Phillips
 Aldermen Bird, Cowie, Harcourt & Kennedy

CLERK: M. Cross

RECOMMENDATION1. Downtown Zoning, West End Zoning, Central Area Planning and A Development Control Process

On April 10, 1975, the Committee commenced discussions on the above subjects and adopted resolutions with respect to the Official Development Plan form of zoning for the Downtown and West End, the Development Control Process for the Central Area and the establishment of a Central Area Division of the Planning Department. It was agreed that further meetings would be held to consider the reports contained in the dossier submitted by the Planning Department (on file in the City Clerk's office).

The Committee considered the Policies (listed hereunder) contained in the Downtown Planning Policies Report and recommended the following.

A. GROWTH: POLICIES

1. AIM TO LIMIT THE GROWTH OF DOWNTOWN EMPLOYMENT TO ABOUT 140,000 BY 1986.
2. SUPPORT REGIONAL DECENTRALISATION OF OFFICE EMPLOYMENT BY (i) DEVELOPING QUALITY AMENITY CONTROLS ON DOWNTOWN DEVELOPMENT AND (ii) DEVELOPING, IN CONJUNCTION WITH THE G.V.R.D., OTHER CONTROLS AND INCENTIVES TO ENCOURAGE DECENTRALIZATION.

RECOMMENDED

THAT the above Policies on Growth be adopted.

(Alderman Harcourt wished to be recorded as voting against Policy #1)

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B. LAND USE AND DENSITY: MAJOR POLICIES

- 1) DO NOT INCREASE COMMERCIAL OFFICE DENSITIES
- 2) ENCOURAGE RESIDENTIAL DEVELOPMENTS TO OCCUR DOWNTOWN
- 3) ENCOURAGE CONSERVATION OF AREAS VALUED BY THE COMMUNITY
- 4) ADJUST DENSITY CONTROLS TO PERMIT SOME COMMERCIAL DEVELOPMENT AND ALSO ENCOURAGE RESIDENTIAL DEVELOPMENT
- 5) ADOPT THE ATTACHED MAPS - MAP 1, OFFICE USES and MAP 2, RESIDENTIAL USES
 TO ILLUSTRATE THE RELEVANT POLICIES OF CITY COUNCIL IN THESE AREAS

RECOMMENDED

THAT the Major Policies on Land Use and Density Nos. 1 to 4 be adopted and Policy No.5 be deferred for further consideration.

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Clause No. 1(B) continued

(i) Retail Uses: Policies

- 1) REQUIRE APPROPRIATE RETAIL USES BE PROVIDED ALONG EXISTING AND POTENTIAL PEDESTRIAN ROUTES
 - 2) DISCOURAGE MAJOR NEW UNDERGROUND SHOPPING MALLS
 - 3) ANTICIPATE NEW RETAIL CONCENTRATIONS WHERE EMPLOYMENT AND RESIDENTIAL GROWTH IS ANTICIPATED
 - 4) ADOPT MAP 3 RETAIL USES TO ILLUSTRATE COUNCIL'S GENERAL POLICY REGARDING THE LOCATION OF RETAIL USES.

RECOMMENDED

THAT Policies 1, 2 and 3 on Retail Uses be adopted and Policy #4 be deleted.

(Aldermen Bird and Kennedy wished to be recorded as voting against Policy #1)

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(ii) Hotels and Entertainment: Policies

- 1) ENCOURAGE EXISTING CONCENTRATIONS OF ENTERTAINMENT ON GRANVILLE STREET AND IN GASTOWN
 - 2) ENCOURAGE HOTELS THROUGHOUT DOWNTOWN

RECOMMENDED

THAT Policy #2 on Hotels and Entertainment be adopted and Policy #1 be deleted.

(Aldermen Cowie and Harcourt wished to be recorded as voting against Policy #2)

— — — — —

(iii) Convention Facilities: Policies

- 1) ENCOURAGE THE LOCATION AND DEVELOPMENT OF CONVENTION FACILITIES IN FALSE CREEK, BETWEEN CAMBIE STREET AND THE GEORGIA VIADUCT.

RECOMMENDED

THAT the Policy on Convention Facilities be deleted.

(Aldermen Bird and Kennedy wished to be recorded as voting against the deletion of this Policy)

— — — — —

(iv) Open Spaces and Recreational Uses: Policies

- 1) IMPLEMENT AN OPEN SPACE CONCEPT FOR DOWNTOWN, IN ACCORDANCE WITH MAP 4 THROUGH COMBINED PUBLIC AND PRIVATE ACTION.
 - 2) ENCOURAGE DEVELOPERS TO PROVIDE USEABLE OPEN SPACE WHERE PEDESTRIAN AMENITIES COULD BE HIGH.
 - 3) ENCOURAGE DEVELOPERS TO UTILIZE LOW ROOF AREAS FOR USABLE OPEN SPACE PURPOSES.
 - 4) ENCOURAGE INCLUSION OF RECREATIONAL USES IN DEVELOPMENTS WITHOUT DENSITY CONSTRAINTS WHERE THEY ARE OF SMALL SCALE, DO NOT ADD TO TRAFFIC PROBLEMS OR HARM THE FORM OF DEVELOPMENT

Clause No. 1(B) continued

RECOMMENDED

THAT Policies 1 to 4 on Open Spaces and Recreational Uses be adopted after amendment to read as follows, and be referred for discussion with the Park Board:

- 1) Implement an Open Space concept for Downtown through combined public and private action.
 - 2) Encourage developers to provide usable open space where pedestrian amenities should be high.
 - 3) Encourage developers to utilize low roof areas for usable open space purposes.
 - 4) Encourage inclusion of Recreational Uses in developments without density constraints where they are of small scale, do not add to traffic problems or harm the form of development.

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(v) Government Buildings: Policies

- 1) ENCOURAGE DECENTRALIZATION OF GOVERNMENT BUILDINGS
 - 2) ENCOURAGE GREATER DIVERSITY OF ACTIVITIES WITHIN GOVERNMENT BUILDINGS.

RECOMMENDED

THAT the Policies on Government Buildings be adopted.

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(vi) Education: Policies

- 1) ENCOURAGE DEVELOPMENT OF EDUCATIONAL FACILITIES DOWNTOWN
 - 2) ENCOURAGE THE PROVISION OF STUDENT HOUSING
 - 3) RESERVE AN AREA IN FALSE CREEK, BETWEEN THE GEORGIA VIADUCT AND PENDER STREET FOR FUTURE COLLEGE DEVELOPMENT.

RECOMMENDED

THAT Policies Nos.1 and 2 on Education be adopted after amendment as follows, and Policy #3 be deleted:

- 1) Encourage development of Educational Facilities Downtown.
 - 2) Encourage the provision of student housing for the Downtown Educational Facilities.

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(vii) Wholesale and Service Uses: Policies

- 1) CONTINUE TO PERMIT WHOLESALE AND SERVICE USES DOWNTOWN IN ACCORDANCE WITH MARKET DEMAND PROVIDED THEY ARE COMPATIBLE WITH ADJACENT AREAS.

RECOMMENDED

THAT the Policy on Wholesale and Service Uses
be adopted.

(viii) Institutional Uses: Policies

- 1) ENCOURAGE INSTITUTIONAL USES PARTICULARLY IN MIXED USE DEVELOPMENTS

RECOMMENDED

THAT the Policy on Institutional Uses be adopted after amendment as follows:

- 1) Permit Institutional Uses particularly in Mixed Use Developments.

(ix) Industrial and Warehouse Uses: Policies

- 1) ENCOURAGE RELOCATION OF INCOMPATIBLE INDUSTRIAL AND WAREHOUSE USES OUT OF DOWNTOWN
 - 2) ENCOURAGE CONVERSION OF APPROPRIATE WAREHOUSES TO OTHER USES
 - 3) ENCOURAGE RELOCATION OF RAIL TRACKS AS AND WHEN APPROPRIATE FROM FALSE CREEK AND BURRARD INLET

RECOMMENDED

THAT, with the addition of Policy #4 as follows,
the Policies on Industrial and Warehouse Uses
be adopted:

- 4) Encourage the use of some trackage for commuter rail and other transit modes.

C. TRANSIT FACILITIES: MAJOR POLICIES

- 1) ASSUME TRANSIT SERVICE SUFFICIENT TO HANDLE CONTROLLED GROWTH TO 140,000 EMPLOYEES BY 1986 WILL BE PROVIDED.
 - 2) DO NOT CONSIDER CREATION OF ANY NEW HIGH DENSITY AREAS UNTIL AGREEMENT ON RAPID TRANSIT SYSTEM AND A STREETS PLAN HAVE BEEN AGREED.
 - 3) ASSIST PROVINCIAL GOVERNMENT IN PROVIDING REGIONAL BUS, FERRY AND COMMUTER TRAIN SERVICE CONNECTING AT A GRANVILLE WATERFRONT INTERCHANGE.
 - 4) ASSIST PROVINCIAL GOVERNMENT IN SEEKING IMPROVED TRANSIT FACILITIES AROUND THE DOWNTOWN AREA.
 - 5) SEEK EARLIEST AGREEMENT POSSIBLE WITH PROVINCIAL GOVERNMENT AS TO LOCATION AND TIMING OF SUBWAY SYSTEM.
 - 6) ADOPT MAP 5 TO INDICATE CITY COUNCIL'S WISHES REGARDING FIRST PHASE OF DEVELOPMENT OF TRANSIT FACILITIES DOWNTOWN.
 - 7) ENCOURAGE DEVELOPERS TO ANTICIPATE FUTURE SUBWAY TRANSIT STOPS IN THEIR DEVELOPMENTS.
 - 8) ENCOURAGE THE PROVISION BY DEVELOPERS AND PUBLIC AUTHORITIES OF WEATHER PROTECTED, COMFORTABLE TRANSIT STOPS THROUGHOUT DOWNTOWN.

The City Engineer submitted to the Committee a revised list of Policies for Transit Facilities as follows:

- (1) ASSUME TRANSIT SERVICE SUFFICIENT TO HANDLE CONTROLLED GROWTH TO 140,000 EMPLOYEES BY 1986 WILL BE PROVIDED; PHYSICAL CHANGES TO STREET AND LANE SYSTEMS TO BE EVOLUTIONARY WITH TRANSIT IMPROVEMENTS PRECEDING THEM.
 - (2) DO NOT CONSIDER CREATION OF ANY NEW HIGH DENSITY AREAS UNTIL AGREEMENT ON RAPID TRANSIT SYSTEM.
 - (3) ASSIST PROVINCIAL GOVERNMENT IN PROVIDING LRT, REGIONAL BUS, FERRY AND COMMUTER TRAIN SERVICE CONNECTING AT GRANVILLE WATERFRONT INTER-CHANGE.
 - (4) ASSIST PROVINCIAL GOVERNMENT IN SEEKING IMPROVED TRANSIT FACILITIES AROUND THE VANCOUVER INNER CITY AREA WITH PARTICULAR EMPHASIS ON PROVISION OF GOOD CONNECTION BETWEEN LOCAL CITY SERVICE AND THE GRANVILLE WATERFRONT INTER-CHANGE.
 - (5) SEEK EARLIEST AGREEMENT POSSIBLE WITH PROVINCIAL GOVERNMENT AS TO LOCATION AND TIMING OF AN LRT SYSTEM WITH UNDERGROUND SECTIONS DOWNTOWN.
 - (6) EXCLUDE _____

Clause No. 1(c) continued

- (7) ENCOURAGE DEVELOPERS TO ANTICIPATE FUTURE SUBWAY TRANSIT STOPS IN THEIR DEVELOPMENTS WHEN THESE HAVE BEEN FINALIZED.
 - (8) ENCOURAGE THE PROVISION BY DEVELOPERS, PUBLIC AUTHORITIES AND ADVERTISING AGENCIES OF WEATHER PROTECTED, COMFORTABLE TRANSIT STOPS THROUGHOUT THE DOWNTOWN.

RECOMMENDED

THAT the following Major Policies on Transit Facilities be adopted.

- 1) Assume transit service sufficient to handle controlled growth up to 140,000 employees by 1986 will be provided; physical changes to street and lane systems to be evolutionary and in co-ordination with transit improvements.
 - 2) Do not decide on any new high density areas until agreement on major transit facilities and a street plan have been reached.
 - 3) Assist Provincial Government in providing Light Rapid Transit, regional bus, ferry and commuter train service connecting at Granville Waterfront Inter-Change.
 - 4) Assist Provincial Government in seeking improved transit facilities around the Vancouver Inner City Area with particular emphasis on provision of good connection between local City service and the Granville Waterfront Inter-Change
 - 5) Seek earliest agreement possible with Provincial Government as to location and timing of a Light Rapid Transit system with underground sections Downtown.
 - 6) Encourage developers to anticipate future subway transit stops in their developments when these have been finalized.
 - 7) Encourage the provision by private and public authorities of weather protected, comfortable transit stops throughout the Downtown.

(Alderman Kennedy wished to be recorded as voting against Policies 5 & 6)

Discussion centred on the traffic congestion in the Downtown and alternatives for by-passing the Downtown and it was

RECOMMENDED

THAT the City Engineer in consultation with the Director of Planning examine various alternatives for reducing congestion and handling by-pass traffic in the Downtown, and report back to the Committee.

(Aldermen Bowers and Cowie opposed)

The Committee agreed that the discussion on Policies would be continued at 9:00 a.m. on Tuesday, April 22nd.

The meeting adjourned at approximately 6:00 p.m.

OFFICIAL TRAFFIC COMMISSION

II

April 17, 1975

A meeting of the Official Traffic Commission was held on Thursday, April 17, 1975, in the #1 Committee Room, third floor, City Hall, at approximately 7:30 p.m.

PRESENT: Alderman Marzari, Chairman
 Alderman Boyce
 Mr. Jim Moodie, for City Manager
 Mr. W. Reese, Vancouver Safety Council
 Mr. R. Gascoyne, Asst. City Engineer,
 Traffic & Transportation
 Acting Superintendent J. S. Robertson

**ALSO
PRESENT:** Acting Superintendent F. Farley
 Constable F. Ells, School Patrol Squad
 Mr. W. Peacock, Vancouver School Board,
 for Trustee N. Divinsky
 Mr. Thompson, B. C. Hydro
 Mrs. E. Robinson, Vancouver Parent Teacher
 Council
 Mr. J. McLewin, Traffic Operations Engineer

CLERK: M. Cross

1. Adoption of Minutes

The Chairman noted that Mr. Nathan Davidowicz had requested that further information be included in the Minutes of the last Official Traffic Commission meeting. His comments are attached and will be added to the Minutes of February 19, 1975.

RECOMMENDED

THAT the Minutes of the meeting of the Official Traffic Commission of February 19, 1975, as amended, be adopted.

RECOMMENDATION

2. Unfinished Business - 49th Avenue & Cypress Street

On February 19, 1975, the Commission recommended:

'That a School Safety Patrol from Maple Grove School be approved as soon as possible at no cost to Maple Grove School.'

The recommendation was approved by Council on March 11, 1975.

Alderman Boyce reported that although the above recommendation was passed, the School Board will not approve the School Safety Patrol. Mr. Peacock, representing the Vancouver School Board, advised that School Board policy governs that the recommendations of the School Patrol Officers of the Vancouver Police Department will be followed with respect to school safety patrols. As the Police Department did not recommend a patrol the School Board cannot put the patrol into effect.

It was agreed that because new information was presented by the representatives of the Maple Grove School Parents Council at the meeting on February 19, with respect to the 49th Avenue bus, etc., and the fact that the School Safety Patrol had been approved unanimously by the Commission, the Chairman would write a letter to the Vancouver School Board expressing the concerns. It was felt that a member of the Commission should attend the School Board meeting when this matter is discussed.

Official Traffic Commission

Clause No.2 (continued)

RECOMMENDED

THAT the Chairman of the Official Traffic Commission write to the Chairman of the Vancouver School Board expressing the concerns of the Commission that a School Safety Patrol should be approved for Maple Grove School.

3. Pedestrian Signal Request - McGill Street

Mr. Page advised that the parents are concerned for the danger to their children of speeding traffic using McGill Street. He feels the Engineering Department warrant does not take into account the fact that small children are crossing McGill Street not just for school but after school to go to the playground at Burrard View Park. Senior citizens also have trouble crossing McGill Street. A school patrol will not solve the problem. Mr. Page felt that if a pedestrian activated light was installed at one of the locations the School Board would make an effort to educate the children to cross McGill Street at that location.

RECOMMENDED

THAT a pedestrian activated signal be installed at McGill Street at either Penticton or Slocan Street as soon as possible, without the Engineer necessarily reporting back to the Official Traffic Commission.

(Messrs. R. Gascoyne and Jim Moodie wished to be recorded as opposed)

4. Identifying Cars of Disabled Drivers

The Commission considered a letter dated April 7, 1975, from Mr. J. Wilkie of the Social Planning and Review Council of British Columbia. Ms. Andria Spindel Wilkinson advised that an Identification Project Committee of S.P.A.R.C.'s Panel for the Guidance of Handicapped had been formed in response to complaints by the management of shopping centres over their inability to monitor parking stalls reserved for the handicapped. After receipt of an application form the Committee will issue screened applicants gummed stickers. S.P.A.R.C. would like a representative of the Official Traffic Commission to attend meetings of the screening committee.

The Commission requested to receive Minutes of the meetings of the Identification Project Committee and suggested that any request they may have for the use of loading zones, etc. should come before the Commission.

RECOMMENDED

THAT Mr. W. Reese, Vancouver Traffic and Safety Council, represent the Official Traffic Commission on the on-going Identification Committee set up under the auspices of the Social Planning and Research Council.

5. Annual School Patrol Banquet

The Commission considered a letter dated March 20, 1975, from Acting Superintendent J.S. Robertson, Vancouver Police Department, requesting a grant of \$3,200 for the purchase of prizes, badges and efficiency awards for the school patrol members.

Official Traffic Commission
April 17, 1975

Clause No.5 (continued)

Constable F. Ells advised that this year in order for all school patrol members to benefit, Playland would be rented for $2\frac{1}{2}$ hours instead of buying prizes. The Commission agreed.

RECOMMENDED

THAT a grant of \$3,200 be approved for the Annual School Patrol Banquet.

6. I.C.B.C. Workshop

Mr. John McLewin, Traffic Operations Engineer, presented a verbal report to the Commission on the traffic workshop sponsored by the Insurance Corporation of B.C. Arising from the discussions on the workshop a report will be prepared for submission to the Honourable R. Strachan containing comments on such things as compulsory safety belt legislation, more funding for driver education, the \$200 minimum for accident reporting, etc.

Mr. Thompson, past president of the B. C. Safety Council, advised that the Council had applied to the Highway Safety Committee for funding a programme of traffic safety education for the elderly. Acting Superintendent Farley stated that most of the pedestrian accidents were in the age group of over 50. He agreed to provide the Commission with the breakdown of figures for ages of pedestrians involved in accidents, including fatalities.

RECOMMENDED

THAT the verbal presentation of Mr. John McLewin on the I.C.B.C. Workshop be received.

FURTHER THAT Mr. W. Reese, Vancouver Traffic and Safety Council, present to the Official Traffic Commission the proposal which was made to the Highway Safety Committee.

7. Marine Drive at Heather Street

Mr. E. J. Ruddell, Chairman of the Traffic and Transit Committee of the Marpole Oakridge Area Council, advised of the difficulties school children were facing in crossing Marine Drive to attend Laurier Annex at 65th Avenue and Heather Street. He advised that there was a school crosswalk sign but motorists cannot see it and felt that an overhead flashing sign should be installed before the intersection to give a warning to motorists.

RECOMMENDED

THAT the verbal report of Mr. Ruddell be received and comments referred to the Engineering Department for study and report back.

FURTHER THAT, in the meantime, if an overhead sign appears warranted, it be installed without necessarily reporting back to the Official Traffic Commission.

8. Oak Street Bridge - Proposed Ramp

Mr. E. J. Ruddell, Chairman of the Traffic and Transit Committee of the Marpole Oakridge Area Council, presented a brief to the Commission (on file in the City Clerk's office) with respect to building access ramps to the Oak Street Bridge.

Clause No.8 (continued)

The brief requests the Commission to initiate steps to see that the governments involved re-open the matter of providing land at the Vancouver end of the Bridge for cloverleaf access and exit roads.

RECOMMENDED

THAT the brief from the Marpole Oakridge Area Council with respect to access ramps to the Oak Street Bridge be received and referred to the Engineering Department for report.

9. Oak Street and 59th Avenue

Mr. E. J. Ruddell, Chairman of the Traffic and Transit Committee of the Marpole Oakridge Area Council, requested that the flashing amber light installed at the intersection of Oak Street and 59th Avenue be replaced by a pedestrian activated traffic signal. A brief (on file in the Clerk's office) from Mr. H. Olafsson, Director of the Marpole Oakridge Community Centre, was read to the meeting. The brief urged the approval of a pedestrian activated light at this intersection. Mr. Ruddell advised that a petition was being circulated in the area and that approximately 1,100 persons had already signed it. Mr. Ruddell was advised that the petition should be submitted to the next meeting of the Official Traffic Commission.

RECOMMENDED

THAT the briefs from the Marpole Oakridge Area Council and the Marpole Oakridge Community Centre be referred to the City Engineer for report.

10. Knight Street

The Chairman advised that she had received the following memo dated April 9, 1975, from the City Engineer:

" This memo is in response to the verbal inquiry you made earlier this week regarding the recently introduced parking prohibitions along Knight Street.

As you are aware, since the opening of the Knight Bridge there has been a significant increase in traffic along Knight Street, especially towards the southerly end. During the morning and evening periods of peak travel, a number of vehicles make left turns at the signalized intersections along Knight Street. Because of through traffic proceeding in the opposite direction to these left turning vehicles these latter motorists often have to wait in the lane, next to the centre of the road, before a left turn may be accomplished. As a result, at the more heavily used intersections (i.e. Kingsway; King Edward; 33rd; 41st; 49th; and 57th) this lane is often not available for through traffic. The middle traffic lane is available for through traffic but some of the critical curbside lanes near the major intersections have had parking permitted at any time up until recently. With only one satisfactory through lane available in the peak travel periods along Knight Street at some of the major intersections, motorists had been backing up for two or more blocks.

By introducing peak period parking restrictions along Knight Street at the pertinent locations we have been able to reduce to a great extent the traffic back-ups and delays.

In terms of the on-street parking arrangement, affected residents still have several parking options which include the following:

1. Their private property via access from the lane;
 2. Adjacent side streets;
 3. Any locations in lanes where a parked vehicle will not obstruct the lane or access to private property.

Clause No.10 (continued)

In addition these residents may still park in front of their homes for 20 of the 24 hours of the day.

For your information similar curbside traffic regulations exist along other comparable major streets throughout the city (e.g. Granville Street; Oak Street; 12th Avenue).

Mr. J.W. McLewin has spoken to Mr. F. Miller, an area representative for Knight Street residents, on two occasions recently and has explained this situation to Mr. Miller.

I trust that this memo gives you the information you required. "

The Chairman stated that any matters pertaining to Knight Street should come before the Official Traffic Commission so that people in the area have a chance to respond.

RECOMMENDED

THAT the report of the City Engineer be received.

11. Other Business

It was agreed that a further report from the City Engineer on alternative proposals for improving the intersection of 33rd Avenue and Granville Street as well as a verbal report on the standardization of signs would be presented to the next Official Traffic Commission meeting.

The meeting adjourned at 9:30 p.m.

FOR COUNCIL ACTION SEE PAGE(S)..... 21

REPORT TO COUNCIL**III**STANDING COMMITTEE OF COUNCIL
ON PLANNING & DEVELOPMENT

April 22, 1975

A meeting of the Standing Committee of Council on Planning & Development was held on Tuesday, April 22, 1975, in the #1 Committee Room, third floor, City Hall, at approximately 9:15 a.m.

PRESENT: Alderman Bowers, Chairman
Mayor Phillips
Aldermen Bird, Cowie, Harcourt & Kennedy

ALSO
PRESENT: Alderman Boyce

CLERK: M. Cross

On April 17, 1975, the Committee considered the Policies for Growth, Land Use and Density and the Major Policies on Transit Facilities, as contained in the Downtown Planning Policy report. It was agreed that discussions on Policies would be continued on April 22, 1975.

RECOMMENDATION

1. Downtown Zoning, West End Zoning, Central Area Planning & A Development Control Process

The Committee considered Policies (listed hereunder) and recommended as follows:

A. TRANSIT FACILITIES: MAJOR POLICIES

(See Minutes of Standing Committee on Planning & Development of April 17th.)

(i) Street System: Policies

1. **ADOPT MAP 6 STREETS, AND MAP 7 PEDESTRIAN STREETS AS AN INDICATION OF COUNCIL POLICIES IN THESE AREAS.**
2. **THAT FURTHER STUDIES BE INITIATED TO INVESTIGATE KNOWN DIFFICULTIES IN THE SYSTEM AND TO FIND ALTERNATIVES.**
3. **INVESTIGATE FURTHER AND ENCOURAGE STAGGERED WORKING HOURS DOWNTOWN.**
4. **ENCOURAGE AND FACILITATE GREATER USE OF TAXIS DOWNTOWN.**

RECOMMENDED

THAT the following Policies on Street System be adopted:

1. there shall be a map showing pedestrian amenity streets as well as traffic streets to form part of the Official Development Plan; such map to be provided by the Director of Planning and the City Engineer.
2. the streets indicated by dotted lines on Map 6 shall be used as the basis for pedestrian amenity streets.
3. encourage and facilitate greater use of taxis downtown.

FURTHER THAT Council adopt in principle a new waterfront road and express to the joint Waterfront Planning Committee the City's need to utilize this road as a vehicular traffic route to by-pass Gastown; and

FURTHER THAT Council adopt in principle a new traffic route on the north side of False Creek linking the Columbia-Quebec Connector with Abbott Street, Smithe and Nelson Streets, and streets to the south; and express this desirability in discussions with Marathon Realty.

(ii) Parking: Policies

- (1) DEVELOP A COMPREHENSIVE PARKING POLICY FOR DOWNTOWN INCLUDING LOCATION, MANAGEMENT, PRICING POLICIES.
 - (2) DISCOURAGE THE PROVISION OF COMMUTOR PARKING FACILITIES.
 - (3) CONTINUE TO USE CURRENT DOWNTOWN OFFICE PARKING POLICIES AT THIS TIME.
 - (4) DO NOT REQUIRE DEVELOPERS TO PROVIDE PARKING EXCEPT FOR RESIDENTIAL USES.
 - (5) DO NOT PERMIT PARKADES TO BE BUILT AT THIS TIME UNTIL AND UNLESS THESE CAN BE SHOWN TO FIT INTO THE COMPREHENSIVE PARKING POLICY FOR DOWNTOWN.
 - (6) DO NOT PERMIT SURFACE PARKING LOTS IN EXISTING OR POTENTIAL AMENITY AREAS.
(SEE MAP 8)
 - (7) RESTRICT ACCESS TO PARKING AREAS FROM PEDESTRIAN AMENITY STREETS.
(SEE MAP 8)
 - (8) DISCOURAGE THE DEMOLITION OF BUILDINGS FOR SURFACE PARKING.
 - (9) ADOPT MAP 8 AS AN INTRODUCTION OF COUNCIL'S POLICY REGARDING CAR PARKING DOWNTOWN.

RECOMMENDED

THAT Policies 5 and 8 above be deleted and the following policies on Parking be adopted:

- 1) expand and confirm a comprehensive parking policy for Downtown including location, management, pricing policies.
 - 2) discourage the provision of commuter parking facilities.
 - 3) continue to use current downtown office parking policies at this time.
 - 4) do not require developers to provide parking.
 - 5) do not permit new surface parking lots in existing or potential amenity areas.
(See Map 8)
 - 6) discourage access to new parking areas from pedestrian amenity streets.
(See Map 8)
 - 7) adopt Map 8 as an introduction of Council's policy regarding car parking downtown; the Map to be re-assessed by the Director of Planning and the City Engineer to make any necessary changes.

(Aldermen Bowers & Cowie wished to be recorded as against the deletion of Policy #8)

It was agreed that discussions on the Downtown Planning Policies would continue at 10:00 a.m. on Tuesday, April 29th.

REPORT TO COUNCILSTANDING COMMITTEE OF COUNCIL
ON PLANNING & DEVELOPMENT

April 24, 1975

A meeting of the Standing Committee of Council on Planning and Development was held in the Waterfront Planning Office of Marathon Realty, Main Floor, C.P.R. Station, on Thursday, April 24, 1975, at 11:45 a.m.

PRESENT:	Alderman Bowers, Chairman Aldermen Bird, Harcourt & Kennedy
ALSO PRESENT:	Alderman Boyce
ABSENT:	Alderman Cowie
CLERK:	M. Cross

INFORMATION

1. Burrard Inlet Waterfront - Marathon Realty's Concept for the Downtown Waterfront

Mr. John McLernon, Director of Development, Marathon Realty, introduced the members of his staff -- Mr. Allen Parker, Manager, Waterfront Development, and Messrs. Jim Lowden and Dave Rathie.

Mr. McLernon outlined the study that Marathon had carried out in conjunction with the proposal for the Second Tower. The results of their studies indicate their thinking is in line with the studies carried out by Mr. R. C. Mann, the Bureau of Transit's proposal for a Transportation Terminal at the foot of Granville and the Downtown Study Team's guidelines for the Downtown. Mr. McLernon stated that there seems to be no basic disagreement on the broad aspirations for the waterfront, but nothing can happen until the waterfront rezoning is approved by the G.V.R.D.

Mr. Parker submitted a brief (copies circulated) dated April 24, 1975, on the current status of Marathon Realty's overall concept for the Downtown Waterfront which described the study area and the rationale for the present concept. Mr. Parker stated that office uses would be focused in the core area near the proposed Transportation Inter-Change; with residential uses in the western and eastern sector and retail uses at specific nodal points rather than continuously along the waterfront i.e. Granville Square and the foot of Burrard, Jervis and Carrall Streets. Marine-oriented uses would be located primarily in the Cardero to Jervis area. As indicated in the brief the population figures for Marathon's concept are similar to those projected by the Waterfront Planning Study Stage III for the Marathon-C.P.R. portion of the Burrard Inlet Waterfront. The height of buildings would be generally related to the maximum height permitted in adjacent Downtown areas with the height of buildings decreasing as they near the water's edge. The tallest buildings will be located in the core area adjacent to the Transportation Terminal and the lowest i.e. six-storeys, behind Gastown and in the western end of the western sector.

Mr. Parker explained that rather than broad and continuous expanses of open spaces and plazas, attempts would be made to locate open spaces away from the shadow areas of downtown buildings. A continuous waterfront walkway would be provided with access to the water's edge from all street ends.

Clause No.1 (continued)

With respect to traffic Marathon does not envision any continuous waterfront roadway or by-pass facility, but rather loop road systems. In the core area provisions have been made for L.R.T., commuter rail, trans-continental rail, commuter ferry, distributor buses and cruise ships.

With respect to views Marathon would attempt to maintain every significant existing street end view. The most significant street end views would be at the principal pedestrian accesses to the waterfront i.e. Cardero, Jervis, Burrard, Granville and Carrall Streets.

The Chairman noted that the rezoning for the waterfront had received G.V.R.D. first and second readings, but prior to the third reading an objection was raised by the National Harbours Board. A meeting is being convened by the Port of Vancouver with all interested parties and it is hoped that the difficulties can be resolved.

Mr. Spaxman, Director of Planning, noted that Marathon can come forward at any time with their development permit application for their Second Tower as it does not require rezoning. However, he stated the Department requires staff resources at the senior level to co-ordinate existing details and future planning for the waterfront. If a senior person was obtained, in a short period he could interpret the information into an Official Development Plan to send to the G.V.R.D. The possibility of hiring a person for five to six months to undertake the work was discussed.

The Committee discussed Marathon's concept for the waterfront and pointed out that at their meeting on April 17, 1975, they recommended to Council that the City Engineer, in consultation with the Director of Planning examine various alternatives for reducing congestion and handling by-pass traffic in the Downtown, the results to be reported back to the Committee.

Mr. McLernon advised that they would be coming forward with the development permit application for their Second Tower. The Transportation Terminal will not be included but the application will show how the Tower will be linked to it.

Mr. McLernon offered Marathon's co-operation and the use of any information they had collected in various studies.

RESOLVED

THAT the presentation by the Waterfront Development Team of Marathon Realty on the status of the Concept for the Downtown Waterfront, be received.

The meeting adjourned at 1:00 p.m.

FOR COUNCIL ACTION SEE PAGE(S) 21

REPORT TO COUNCIL

STANDING COMMITTEE OF COUNCIL
ON FINANCE AND ADMINISTRATION

April 24, 1975.

A meeting of the Standing Committee of Council on Finance and Administration was held in No. 2 Committee Room, Third Floor, City Hall, on Thursday April 24, 1975, at approximately 1:00 p.m.

PRESENT: Alderman Volrich, Chairman
 Alderman Bowers
 Alderman Kennedy
 Alderman Marzari
 Alderman Sweeney

COMMITTEE CLERK: G. Barden

Adoption of Minutes

The minutes of the Finance and Administration Committee meeting of April 17, 1975, were adopted as circulated.

RECOMMENDATIONS

1. Jaycee "75" Sea Festival

On March 26, 1975 after hearing a delegation from the Junior Chamber of Commerce requesting a grant of \$6,000 towards the Jaycee "75" Sea Festival, the Finance Committee received the request and referred it to the Social Planning Department for consideration in their Program of Events. Funds in the Social Planning Department budget for the Program of Events were subsequently cut, and the Jaycee's again requested to meet with the Finance Committee.

Mr. James T. Rust, Secretary, of the Sea Festival Committee outlined their proposed program of events and advised they are attempting to get as many of the events sponsored by groups and individuals as possible. He stated that funds raised from sponsors would be deducted from the \$6,000 grant and the surplus could be set aside for next year's sea festival. Mr. Rust noted that the Junior Chamber of Commerce would be responsible for any problems arising out of previous sea festival operations.

Following discussion it was,

RECOMMENDED

THAT City Council approve a grant of \$6,000 for the Jaycee "75" Sea Festival and that any surplus funds be set aside for the 1976 Sea Festival.

Cont'd...

Standing Committee of Council
on Finance and Administration
April 24, 1975 2

2. Folkfest '75

The Committee had for consideration a letter dated April 16, 1975 from the Chairman and Co-ordinator of Folkfest.

Mr. D. Gibson, Co-ordinator and Mr. I.E. Griffiths, Treasurer, spoke to their request for a grant of \$25,000 for the '75 Folkfest. A wide variety of events are planned for a city-wide 10 day celebration from June 27 to July 6, 1975, highlighted by the Vancouver Folkfest on July 1, 1975, and the Provincial Folkfest on July 6, 1975. In 1974 Council approved a grant of \$20,000 and the requested increase in the grant for 1975 is due both to rising costs and the increased level of activities planned.

The Committee felt this request should be considered on the same basis as all budgetary items wherein any requested increase would be withheld.

Following discussion it was,

RECOMMENDED

THAT City Council approve a grant of \$20,000 for Folkfest '75.

3. 1976-80 Five Year Plan

The Committee had for consideration a Manager's report dated April 1, 1975, giving a brief history to date of the 1976-80 Five Year Plan (copy on file in the City Clerk's Office).

The report reviewed Council action of February 11, 1975, when considering the following recommendations of the Finance and Administration Committee:

- A. "THAT The Committee approve the presentation of a reduced Five-Year Plan to the citizens of Vancouver in 1975.
 - B. THAT the Plan be presented to the voters in the first week of October, 1975.
 - C. THAT the Finance and Administration Committee undertake a review of the recommendations of last year's Committee and the decisions of Council, following from the report of the Staff Review Group and that the Director of Finance prepare a report for consideration of the Committee.
 - D. THAT the Plan be presented in such manner that citizens will have the opportunity of approving or disapproving portions of the plan and, to this end, that the Director of Finance and the City Clerk report to the Committee on how best the plan may be presented in component parts."

Council approved recommendations A,C and D and referred recommendation B back to the Committee for consideration.

The report outlined a suggested review process for departments and Boards prepared by the Director of Finance as follows:

"Suggested Review Process to Prepare Revised 1976-80 Plan
Departmental (and Board)

The various Departments and Boards involved in the Five Year

Standing Committee of Council
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Clause No. 3 Continued:

plan will already be aware of the necessity to review their sections and it should be expected that their review processes will have commenced. The important factors that their submissions to Finance Committee should consider are ratings of 'need', ranging from 'absolute' to 'optional' plus priority ratings (departmental opinion) within each category of need. I would recommend that there be four categories of 'need', as follows:

- 1) absolute - the physical or social health of the City absolutely requires this item
 - 2) highly desirable -
 - 3) desirable -
 - 4) optional - can be deferred without significant detriment to the physical or social structure of the City.

Further, for each item within each 'need' category, a priority rating of A,B, or C should be provided by the Departments and Board, with A being the highest priority.

These ratings would be applied by the Departments and Boards to all items included on the proposed BASIC CAPITAL PROGRAM (totalling \$122,229,000). The Departments and Boards should also comment, if they wish, on how they feel their section might be presented to the voters (the segmented voting process).

The Departmental and Board submissions should be in my hands by May 20 for pulling together and submission through the City Manager to the Finance Committee for May 29.

The Finance and Administration Committee would then consider the submissions during June for report to Council by the end of June. The Committee may very well wish to hold discussions with the Departments and Boards.

Also during June, the Committee can consider the timing of the submissions to the voters and at the same time the City Clerk and myself will report, for the consideration of the Committee, on the possibilities of the segmented voting process."

The report suggested that an expanded and more positive publicity process should be discussed by the Committee in June; recommended that Council establish a sewer and water borrowing authority in July; and suggested that the City may have to ask voter approval on some degree of rapid transit financing sometime during the 1976-80 period.

Following further discussion it was,

RECOMMENDED

- (a) That Council approve the review process described above together with the indicated timing and so instruct the Departments and Boards.
 - (b) That Boards and Departments be advised that their submissions are not to exceed the amount they submitted in the original referendum for the 1976-80 Five Year Plan.
 - (c) That the City Clerk and Director of Finance report to the Finance and Administration Committee in late June regarding the 'segmented voting process' method of presenting the plan to the voters.
 - (d) That the matter of publicity consultants for the Five Year Plan be referred to the City Manager with authority

Cont'd...

Clause No. 3 Continued:

to deal with it on a select proposal basis for report back to the Finance and Administration Committee.

- (e) That the Director of Finance report to the Committee before the end of 1975 on suggestions for an improved annual capital review and re-assessment process for City Council.

4. Grants - Timing

The Committee discussed submissions by individuals and organizations for civic and cultural grants and it was suggested that certain time limits should be established within which these grant submissions can be made, and any subsequent grant requests would have to await consideration the following year.

It was,

RECOMMENDED

THAT the Director of Finance and the Director of Social Planning report back to the Committee on the feasibility of establishing a time limit for submission of grant requests.

The meeting adjourned at approximately 2:45 p.m.

FOR COUNCIL ACTION SEE PAGE(S) 21/22

REPORT TO COUNCIL

STANDING COMMITTEE OF COUNCIL
ON
HOUSING AND ENVIRONMENT

April 24, 1975

A meeting of the Standing Committee of Council on Housing and Environment was held in the No. 1 Committee Room, Third Floor, City Hall, on Thursday, April 24, 1975, at 1:30 p.m.

PRESENT: Alderman Harcourt, Chairman
Alderman Bird
Alderman Boyce
Alderman Cowie
Alderman Rankin

CLERK: R. Demofsky

The Minutes of the meeting of April 10, 1975, were adopted.

RECOMMENDATIONS:

1. Housing Progress Report

The Committee considered a report from the Housing Planner outlining monthly status on government assisted housing in the City of Vancouver.

During discussion of this report the following points were noted:

a. Semlin Drive Triumph and Pandora Streets

Mr. W. Casson, Director of Housing, G.V.R.D., advised that a rezoning application had been submitted to the City. The plans for this family housing project will be presented to the Urban Design Panel in the very near future, after which a Public Hearing will be held.

b. Adanac Park

The Chairman advised that a Public Hearing on this housing project would be held on May 15, 1975.

c. 2500 Grandview Highway and Penticton

Mr. Casson advised that the G.V.R.D. would not be willing to pay for off site services to this site (sidewalk, curbs, gutters), and assumed that the City Engineering Department would be responsible for these services.

RECOMMENDED,

THAT Mr. Casson, the Deputy City Engineer, and the Housing Planner meet to resolve this matter and report back.

d. 2900 East 14th Avenue and Nootka

Mr. Casson advised that he had recently met with the Canadian Paraplegic Association to discuss a handicapped housing project on this site. He suggested that the creek at the back of this site which was to be culverted in view of family housing, would not have to be culverted if handicapped housing was going to be constructed. He would therefore have to enter into discussions with the Property and Insurance Department on a revised price for this site. Further that the G.V.R.D. was thinking in terms of a fifty unit project. The Canadian Paraplegic Association was excited about this proposal. In closing, he advised that he would report back

Cont'd . . .

Standing Committee of Council
on Housing and Environment
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in four to six weeks with a plan outlining the proposed handicapped housing project for this site.

RECOMMENDED,

THAT the Engineering Department look into the matters of closing off the road allowance and necessity of culverting on the site at 14th Avenue and Nootka, in view of the proposed handicapped housing project and report back.

e. 2500 East 21st Avenue and Penticton

A representative of the United Housing Foundation advised that a co-operative consisting of 58 families had been formed. Many of these families were in the income range of \$9,000 to \$12,000 per year. They hope to have plans of their housing project for presentations to the neighbours in approximately 2½ months.

f. Antoinette Lodge, 535 East Cordova

The Chairman advised that rezoning of this site would be before a Public Hearing on May 15, 1975.

g. Ash and Marine Drive

Mr. M. Gellar of C.M.H.C. advised that Cheshire Homes had submitted their final funding application. Also that C.M.H.C. approved in principle the design submitted. The Cheshire Homes Society were also awaiting Provincial Government funding.

It was noted that Mr. Gellar would report back on the status of this matter at a later meeting of this Committee.

h. 335 S.W. Marine Drive

The Committee noted that the Federal Government had recently approved Section 44 subsidies covering 25% of the units in co-operative and non-profit senior citizen housing projects. However, this created a problem in that, in most cases, at least 75% of the people were in need of such a subsidy. The Chairman advised that the Provincial Government requested a budget allocation of \$100 million for housing from the Federal Government, and were granted only \$22.6 million.

RECOMMENDED,

- A. THAT the Federal Government be requested to extend Section 44 subsidies to cover 75% of the units in non-profit and co-operative senior citizen housing projects, and that this subsidy be retroactive.
- B. THAT the Chairman be instructed to write to the Minister of State for Urban Affairs strongly urging the Federal Government to give the Provincial Government the \$100 million for housing as per their original request.
- C. THAT the Chairman be requested to write to the Provincial Government to determine why they refused the funding for the senior citizen project at 335 S.W. Marine Drive.

i. 375 West 10th Avenue

Mr. Gellar of C.M.H.C. informed that the Christ Lutheran Church had originally not applied for Provincial Government funding.

Standing Committee of Council
on Housing and Environment
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However, this application has now been submitted. He advised that he would report back on the status of this matter at a later meeting.

j. 951 East 8th Avenue

Mr. Gellar, C.M.H.C., advised that the plans submitted to C.M.H.C. by the Army, Navy, Airforce Veterans outlined construction costs of approximately \$50 per square foot, which was too expensive, and therefore unacceptable to C.M.H.C.

RECOMMENDED,

THAT representatives of C.M.H.C. and the Army, Navy, Airforce Veterans meet to resolve the construction cost problem and report back to this Committee.

k. 2900 East 22nd Avenue and Boyd, and Renfrew

Following discussion it was,

RECOMMENDED,

THAT the Vancouver Chinatown Development Association be requested to appear before the Committee to explain why this housing project was being delayed.

l. 1200 Haro Street

The Chairman advised that discussions between the Planning and Social Planning Departments to consider the status and possible changes to this project had occurred. The Planning, Social Planning, Finance, and Health Departments would be preparing a report to Council asking for a decision on the sale price of this land.

m. 900 East Venables

Mr. H. Fan, of the Villa Cathay Care Home Society, submitted a letter which stated in part:

"Our yearly budget for the proposed 127 residents in the new care home is \$446,151.00 per year (with 25 staff members). With full occupancy, we will have to charge \$292.75 for each person, per month. That is, the Department of Human Resources is to pay the min-come \$234.00 plus a subsidy of \$58.75, per resident per month.

It seems that we will have no problems in getting this \$292.75 per resident per month from the Provincial Department of Human Resources.

Now, I understand that if we get the subsidy of \$58.75 the City will tax us. With a \$2,100.00 new care home, the City tax will be prohibitive.

If we add the tax into the budget, then we cannot get the Department of Human Resources to approve our budget, and then the Department of Housing will not approve our project. We are now at the mercy of the City."

Mr. Fan was advised that taxes on senior citizen housing projects had been waived for this year.

Cont'd . . .

Standing Committee of Council
on Housing and Environment
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RECOMMENDED,

THAT Council waive City taxes on this particular project permanently.

n. 900 East Venables

Mr. George Jordan of the Property and Insurance Department advised that the City would sell this site to the Chinatown Lions for the same per square foot rate as sold to the Villa Cathay. Further that his department sent two letters to the Chinatown Lions and to date had received no reply. Mr. Hin Fong Yip of the Chinatown Lions expressed that the above noted sale price would be reasonable.

RECOMMENDED,

THAT the Chairman urge the Chinatown Lions Club to respond quickly to the offer to sell from the Property and Insurance Department and that the Property and Insurance Department report back on this matter as soon as possible.

o. 2900 East Venables

The Chairman advised that the Provincial Government was holding the title to this property until funding was completed. However, the Province is withholding funding pending a resolution of operating subsidies between the Provincial and Federal Governments.

p. 3433 Renfrew, 1717 Adanac, 3360 School Avenue

The Committee noted that these projects were experiencing delays with the Provincial Government.

RECOMMENDED,

THAT the Chairman be instructed to write to the Provincial Government to determine why these projects are being delayed.

q. 115-121 Keefer

The Chairman expressed concern that Council originally approved rezoning this site for 77 housing units with limited commercial space. However, now the Vancouver Chinatown Development Association is planning to develop 44 units of housing with increased commercial space.

RECOMMENDED,

THAT a representative of the Vancouver Chinatown Development Association be requested to appear before the Housing and Environment Committee to advise why this project is not proceeding.

r. 2100 West 42nd Avenue

Mrs. Joyce Diggins submitted a brief outlining a proposal for "Heritage Place Building Society" senior citizen project. The brief, which is on file in the City Clerk's Office, stated in part:

"It is proposed to exchange title for lands on West 42nd Avenue, in the 2100 block, from the Legion to the City of

Vancouver and vice versa.

By transferring title to the Legion of Lots A and B of 9 Block 16 DL 256 (which is city-owned) in exchange for Lots 35 and 36 of 9 Block 16 DL 256 which the City of Vancouver then would take title to - it would be possible to build a new Legion complete with Senior Citizens' housing above and have two consecutive lots (city owned) that would contain a park, and senior citizens' housing which is to be managed by the Lions Service Club, on the three remaining lots of the proposal, which remain the property of the City of Vancouver.

For purposes of zoning the property in its entirety (7 lots) to be considered as one, Min. F.S.R. of 2.2 - possibly higher if zoned comprehensive.

Lions building (actually built on City property but in "air rights"), size to be determined by area of 5 lots.

Existing parking to be underground. This will be under the entire 7 lots giving a greatly increased parking area for merchants use and will include the requirements for the Legion and the Senior Citizens in two buildings.

Main floor of Lions building to contain facilities for Metropolitan Health Centre (presently housed in the Community Centre) with ground level parking from lane access, at rear."

Mr. Jordan of the Property and Insurance Department noted that this particular site was originally purchased for parking, and unless all merchants agree to an alternate use, its use would remain as such

RECOMMENDED,

THAT Kerrisdale Legion report back with plans outlining such a proposal to a future meeting of this Committee.

* * * *

RECOMMENDED,

THAT the Housing Status Report submitted by the Housing Planner be received.

2. Fire By-law Appeals

i. Shelton Apartments, 2414 Granville Street - Mr. S. Korsch

The City Manager submitted a report of the Fire Chief which is on file in the City Clerk's Office and stated in part:

"Re: 2414 Granville Street, Vancouver, B. C. Section 38.

This is a 3 storey frame building with a Real Estate office on the main floor and the second and third floors occupied as suites. A partial basement houses the furnace room, etc.

The front stairs are open between the second and third floors, and it does not appear practical to enclose them due to proximity of suite doors.

The rear fire escape comprises a straight, vertical metal ladder from the third to second floor and a wooden porch, and to grade via wooden stairs. An order has been issued to repair this escape.

The corridors require to be completely covered with gypsum board. Suite doors to be replaced and transoms filled in with fire resistive separation.

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A joint inspection was made by the Fire Warden, Building Inspector and the owner's representative Mr. Korsch on April 8. At that time it was determined that the only practical solution was to sprinkler the building and repair the fire escape to a sound condition."

The Committee also considered a brief from Mr. Korsch dated April 23, 1975, which is on file in the City Clerk's Office and outlined the following alternatives:

- "I. Place the building outside this bylaw by removing the tenants and renting the space as offices. This is not a sound approach as the expense and lost rent would result in unnecessary hardship. Also, the present tenants would be faced with having to find other modest priced rental accommodation, which, for the pensioners and lower income working people living here could pose a difficult problem.
- II. Place the building outside the bylaw by closing the 2nd floor apartments - renting only one floor of apartments. This also is not a sound approach as for the same reasons mentioned in No. 1 above.
- III. Demolish the building for new development. This may happen in the future as the land value exceeds the value of the improvement. However, doing this at the present time will result in heavy expense and lost rent, which would result in unnecessary hardship, as described in No. 1 above.
- IV. Going ahead with alterations as far as is structurally and economically possible to comply with the fire bylaw as far as possible. This appears to be the most acceptable alternative, and the work would be done in the following manner:
 - a. Cover corridors with gypsum board, replace suite doors and fill in transoms with fire resistive separation.
 - b. Since it is economically and structurally impossible to enclose fully two stairways, accept the existing exterior fire escape and porch for one of the stairways, repairing it to a sound condition.
 - c. Since it is economically and structurally impossible to fully enclose the existing stairway between floors with doors on each landing because of layout, enclose stairway with gypsum board as far as is presently possible.

We estimate this work would cost in the range of \$8,000.00 - \$10,000.00 and this money we could endeavor to raise."

Mr. Korsch advised that he recently received a quotation of \$30,000 for the installation of a sprinkler system in this building. Also that it was structurally and economically impossible to enclose the stairwells.

RECOMMENDED,

THAT the Chief Fire Warden inspect this building and meet with Mr. Korsch to discuss the four alternatives outlined in his submission and report back.

Cont'd . . .

ii. Hampton House, 2155 West 38th Avenue

Mr. W. Stoneman was not present and this appeal was deferred to the next meeting.

3. Street Lighting

Mr. R. F. Kelman submitted a brief dated April 24, 1975, which is on file in the City Clerk's Office, and stated in part:

"For economic, safety, and health reasons I believe that the present INCANDESCENT street lighting system should continue to be maintained as an adequate and important integral part of the total street lighting system. Only twenty years ago City of Vancouver taxpayers invested in an exceptionally fine and now unique Incandescent lighting system e.g. Dunbar which only three years ago was considered 'adequate' by the street light engineering department and as a result of a convenient doubling of 'recommended' I.E.S. light levels is now obsolete. The removal of Vancouver's Incandescent system is a rubber-stamp of Toronto and Seattle's, Street-car and trolley issue with identical arguments describing trumped up information on maintainence, available parts, efficiency etc. Toronto has rejected Toronto Hydro's planned installation of Mercury and Sodium Vapour as well as the new recommended light levels.

- At this point in the development of lighting technology it would be un-advisable to invest in any contemporary lighting system i.e. Mercury or high or low-pressure Sodium Vapour. The report submitted by the Street Light Engineering Dept. constantly referred to Incandescent as obsolete but failed to mention that the lighting industry considers Mercury Vapour obsolete and is predicting the same fate for Sodium Vapour in 5 to 20 years. (see supports item 2, Oct. 28/74) Most N. American cities are now in the process of retaining their present INC. systems, since the best is what's left, (e.g. New Orleans San Francisco etc.) or are throwing M.V. out for S.V. (e.g. Calgary, Los Angeles etc.)...I predict the development of a light source soon with the quality of Incandescent and the higher efficiency of some contemporary sources which will screw into our present and unique Inc. fixtures.
- The fixtures and glass-ware removed recently from Cambie St. and 4th Ave. can supply the remaining arterial Incandescent system for decades. If an unfortunate accident occurs at a 'problem' intersection (including M.V.) consider improving the lighting at the intersection.
- Actual energy consumption of arterial incandescent systems and M.V. systems newly installed may not be radically different the justification being higher light levels!

The City of Vancouver is at an exciting turning point with a street lighting system of VARIETY and UNIQUENESS and it would be wasteful and expensive to remove the present Incandescent System."

The Deputy City Engineer advised that a joint report from the Engineering and Planning Departments on "Terms of reference for a street light study" and "a consultant" would be submitted to the Housing and Environment Committee in the near future.

RECOMMENDED,

- A. THAT the submission of Mr. R. Kelman be received.
- B. THAT this matter be deferred to a future meeting when the above noted joint report is considered by this Committee.

The meeting adjourned at approximately 2:53 p.m.

REPORT TO COUNCILVIISTANDING COMMITTEE OF COUNCIL
ON PLANNING & DEVELOPMENT

April 24, 1975

A meeting of the Standing Committee of Council on Planning & Development was held on Thursday, April 24, 1975, in the No. 1 Committee Room, third floor, City Hall, at approximately 3.30 p.m.

PRESENT: Alderman Bowers, Chairman
Aldermen Bird, Cowie, Harcourt (Item 1 only),
Kennedy

ALSO
PRESENT: Alderman Boyce
CLERK: M. Cross

RECOMMENDATION1. Implementation Report: Areas E and F - Champlain Heights

The Committee considered a report dated April 16, 1975 from the City Manager (Copy circulated) which submitted a report of the Director of Planning dated April 16, 1975 and a report dated August 27, 1974 prepared by the consultants, Downs/Archambault and Urban Programme Planners. (Copies of these reports are on file in the Clerk's office).

In his report, the Director of Planning recommends approval of the physical plan for areas E and F prepared by the consultants.

Mr. R. Youngberg, Associate Director, Area Planning, introduced Mr. B. Downs of Downs/Archambault and Mr. Ron Mann of Urban Programme Planners. With the aid of slides, Mr. Downs outlined the general features of the plan for the 214 acres of city-owned land in the south eastern sector of Vancouver. He emphasised the 98 acre major park and a five acre lookout park which is included in the 24 acre community services site. There will be a central internal parkway system inter-connecting the housing enclaves to the community centre, schools and parks. A loop road system encircling the housing enclaves will separate vehicles from the central parkway and eliminate through traffic problems. The centrally located community services centre site will provide for public and community services such as schools, day care, an ice rink, playing fields and retail shops. Good quality well landscaped town house developments were listed as examples of the type of development envisaged for areas E and F.

Mr. Youngberg advised that the Planning Department hopes to obtain a desirable socio-economic mix of one-third low, one-third middle and one-third high income. Appendix IV (copy circulated) of the report contains a table showing revisions to the original implementation report for density, unit size and tenure and Appendix IV B (copy circulated) indicates the revisions to the plan for income estimates.

Mr. W. H. Curtis, City Engineer, advised that the Engineering Department is currently undertaking a study of truck routes in the City. They are evaluating a possible route from a point on Marine Drive near the former dump site to meet Boundary Road about 1,000 feet north of Marine Drive. The Planning Department feels that this would sever the community as it would run through two housing enclaves and would lower the amenity value.

The question of servicing was discussed and it was ascertained that some of the proposed housing enclaves at the top right hand corner of areas E and F are partially serviced. If approval in principle was received for the physical plan and for the density of each enclave, three of the enclaves could be surveyed and re-zoned immediately.

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Clause No.1 continued

Mr. Youngberg advised that the planning for Champlain Heights is not complete - things still to be examined are conditions of development, standards of construction, methods of financing and marketing, site planning for the community services centre, development of schools, etc.

RECOMMENDED

- A. THAT the physical plan prepared by Downs/Archambault, and Urban Programme Planners, in consultation with the Champlain Heights Advisory Committee, as amended and described by the Planning Department (Appendix II) be approved.
- B. THAT the density and uses prescribed for enclaves as outlined in Appendix IV be approved in principle as a guide for development, subject to further studies of economic flexibility.
- C. THAT the approximate 10 acres of land noted as "park" on Plan #4634-B1 be turned over for development and maintenance by the Park Board, and the approximate 30 acres of land designated as "parkway" on Plan #4634-B1 be under the care and custody of the City Engineer; the walks, landscaping and recreational features to be constructed by the City.
- D. THAT Planning Department in consultation with the Director of Finance, Director of Social Planning and officials of the School and Park Boards, develop a program and cost sharing arrangement to develop a site plan for the community services centre for report back to Council, Park Board and School Board.
- E. THAT the Directors of Finance, Planning and Housing report on proposed procedure for implementation of the housing development, including the recommended process for selection of developers and the recommended forms of land tenure and the possibility of marketing immediately the partially-serviced housing enclaves in the top right hand corner of areas E and F.
- F. THAT the Director of Finance, Director of Planning and City Engineer report on alternative methods of financing construction of sewers and other utilities, as well as staging and scheduling, this report to include an investigation of the proposal for financial assistance presented to the Community Development Committee on December 27, 1974, on behalf of the Provincial Government by their Housing Expediter.

2. City School - Water Based Site

The Committee considered a letter dated April 7, 1975 from Mr. P. A. Grant of the Waisman Architectural Group requesting an opportunity to discuss the feasibility of a water based site on the north side of False Creek.

Mr. Grant advised that he had been commissioned by the Vancouver School Board to do a study for locating a floating structure on the waterfront close to the downtown. He has investigated two water lots, one in area 1 False Creek (adjacent to the Wharf Restaurant) and the other to the east of Cambie Street Bridge on Marathon's property. It is proposed that the City School would be located on three or four floating structures, not exceeding 10,000 square feet. The Planning Department favours the site on the Marathon property east of Cambie Bridge and have agreed in principle that the City School activity would be an acceptable one.

ECOMMENDED

THAT approval in principle be given to City School to locate floating structures on the north side of False Creek.

(Alderman Kennedy wished to be recorded as opposed)

3. Development of City-owned Land in Thunderbird Neighbourhood

The Committee considered a report of the City Manager dated April 8, 1975 wherein the Director of Planning describes the process involved in arriving at proposals for the development of the above City-owned land. The area (outlined on Appendix IV, copy circulated) is comprised of two sections - one section between Skeena Street and the Trans-Canada Highway bounded by Second and Fifth Avenues and the other section on the south side of First Avenue bounded by Cassiar Street, Second Avenue and the Skeena street end. Also included in the development are road allowances (1.45 acres and a 0.3 acre fraction of land owned by the B.C. Hydro Authority.)

The report states in part:

In April 1973 the Vancouver City Council unanimously approved a motion to offer for sale the M-2 zoned section of the land, (Blocks 106, 107, 108, Section 28, T.H.S.L.) and in June 1973, the Council endorsed in principle a proposal by the Greater Vancouver Regional District to construct patio-type housing on the RS-1 zoned section of the land. (Block 96, Section 29, T.H.S.L.).

Local residents opposed the development proposals that emerged as a result of these decisions, and on November 1973, the Vancouver City Council approved a recommendation by the Department of Planning and Civic Development that a moratorium be called on development in the Thunderbird area until a satisfactory method of community-governmental co-operation could be established.

In May 1974, the Director of Planning submitted to the Standing Committee of Council on Community Development a report setting out the history of the development and making certain recommendations. In June 1974, the Standing Committee, on the basis of the Director's request, made a report to Vancouver City Council recommending that the land in question be developed to accommodate: community open-space; day-care facilities; a church; a community centre; and a warehouse. Vancouver City Council, at its meeting on June 25th, 1974 approved these recommendations, and endorsed the process undertaken by the Planning Department to pull together a site plan which would meet with the approval of the local residents and participating developers. Among the recommendations approved at this time was included one recommending that the public open-space be developed in part by money obtained through the marketing of the balance of the land.

Through 1974 the City Planning Department, and associated interests, held meetings in the community and produced two development options. With modifications, these became the basis of the proposals presently before the Committee in the forms of Proposals IA and IIA (Appendices 1, 2).

The Developer Interests

Four interested parties have been involved in the development discussions to date. The local citizens have been represented by the Thunderbird Island Committee, and by other groups of citizens in the area. Also, a number of citizens have independently been in contact with the Planning Department and their views have been included in our discussions with the organized groups. The local citizens have played an important and effective role throughout the planning process and all parties involved have recognized that citizen involvement will be necessary and welcome in the future.

The spokesman for St. Margaret's Church has indicated an interest in a site in Thunderbird, and the Church plans include a day-care facility.

The warehouse is proposed by General Distributors, represented by Mr. Cohen, and a site of 5 acres has been requested. The proposed warehouse will be in a landscape setting, and a substantial part of the site, if it is obtained, will be held for further expansion and available in the meantime for some limited local use. Both the Church and the warehouse representatives have agreed in principle to a joint car-park area.

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Clause No. 3 continued

The community centre has been proposed by the CONFRATELLANZA ITALO-CANADESE. The Planning Department has only limited information on this proposal. Earlier information suggested that this community centre would in fact have a strong commercial orientation, and the Planning Department was prepared to recommend against the proposal on the grounds that such a facility would generate more traffic than the area could absorb, and would function more as a private club than as a community facility. Currently, the Planning Department is prepared to review the proposal, if assurances can be given by the Confratellanza Italo-Canadese that these objections are unwarranted.

The three parties have asked respectively for sites of: five acres for the warehouse; two acres for the Confratellanza Italo-Canadese centre; and one and a half acres for St. Margarets Church.

The Development Proposals

In 1974 meetings in the Thunderbird Neighbourhood reached a consensus regarding the general lay-out of development. Eventually, two options were drafted, and these have been the foundation of the proposals in this report.

On January 30th, 1975, all interested parties, including a staff member of the Park Board, and a member of the staff of the Minister of Lands, Forests and Water Resources, met to discuss the options.

It was agreed at that meeting that Proposal IA would be the model to be followed in development. Subsequently, the local citizen representatives reverted to their earlier preference, that the church be located immediately north of the warehouse site, as it is shown in Proposal IIA.

The citizen groups felt that a joint parking arrangement could be more rationally worked out with such a juxtaposition, and also were of the opinion that the Cassiar site should be protected from development if at all possible, since it represented the only view site in the development. These opinions were formed at a time when it did not appear likely that the Confratellanza Italo-Canadese groups would continue its interest in the neighbourhood.

In response to the citizens late request for amendment to the Thunderbird January agreement, the Planning Department contacted the church representative to obtain his reaction. Mr. Bennett informed us that, while the church would prefer the site shown in Proposal IA, the site in Proposal IIA would be acceptable.

As can be seen in the lay-out sketches, the warehouse location is the same in both proposals. The difference between the two proposals is in the location of the community centre and the church.

Both the church and the warehouse, irrespective of which location is occupied by the church, meet the existing zoning. The church would be a conditional use in both M-2 and RS-1 districts. The community centre, would require rezoning. This in turn would involve a matter of Provincial jurisdiction. Since the development area is within a half-mile of an intersection of a controlled access highway, the Provincial Department of Highways, by virtue of the Controlled Access Highways Act, has jurisdiction in matters of zoning, and in any designs that bring variation into existing patterns of access. Such a variation could occur if development included access from any of the sites onto First Avenue.

For reasons concerned with parking facilities, and traffic pattern generation, the Planning Department recommends the acceptance of Proposal IIA.

Clause No. 3 continued

RECOMMENDED

- A. THAT Proposal IIA be approved.
- B. THAT the City of Vancouver offer for sale to General Distributors 5.0 acres of land, being Blocks 107 and 108, Section 28, T.H.S.L. together with the road allowance of Fourth Avenue east of Skeena Street, for the purpose of constructing a warehouse. Such sale shall be subject to conditions outlined in (E) below.
- C. THAT the City of Vancouver offer for sale or lease to St. Margarets Church a site of 1.5 acres surveyed from the Third Avenue road allowance east of Skeena Street and Block 106, Section 28, T.H.S.L. for the construction of a church and day-care facility; such sale or lease shall be subject to conditions outlined in (E) below.
- D. THAT the City of Vancouver offer for sale or lease to the Confratellanza Italo-Canadese, 2.0 acres surveyed from the western portion of Block 96, Section 29, T.H.S.L., for the construction of a community centre; such sale or lease to be subject to the purchaser or lessee making application and obtaining rezoning for such site.
- E. THAT the above properties offered for sale or lease should be subject to:
- i) a price or lease agreement satisfactory to the City of Vancouver;
 - ii) obtaining a development permit;
 - iii) entering into agreement with respect to any necessary bulkheads and utility easements;
 - iv) paying for the relocation and removal of utilities and services where required;
 - v) the date of sale being 120 days from the date of Council's approval of the sale or the date of the issuance of the Development Permit, whichever is the sooner;
 - vi) the purchaser or lessee satisfying himself of soil conditions before entering into an agreement with the City.
- F. THAT the City of Vancouver release to the Parks Board the balance of the development area, comprising 1.8 acres more or less, this being subject to a development scheme being worked out in consultation with the Thunderbird Citizens' Committee.
- G. THAT the City of Vancouver make available \$75,000 (seventy-five thousand dollars) for the development of the public open-space, this sum being taken from the proceeds of the development sales and/or leases.
- H. THAT the City of Vancouver formally contact the B.C. Hydro Authority with its intention of purchasing or leasing at a nominal sum, or otherwise obtaining the use of, Block 105, Section 28, T.H.S.L., in order to incorporate this piece of land into the proposed public open-space.
- I. THAT the City of Vancouver formally contact the appropriate Provincial authority to arrange re-forestation of the Trans-Canada Highway embankment adjacent to the development area.

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Clause No. 3 continued

- J. THAT the City Council recommend to the parties involved in this development the continuation of the cooperative association that has characterized the planning process to this stage.
- K. THAT the above report be forwarded to the Park Board for their concurrence.

The meeting adjourned at 5.10 p.m.

FOR COUNCIL ACTION SEE PAGE(S) 23/24

REPORT TO COUNCIL~~VIII~~STANDING COMMITTEE OF COUNCIL
ON PLANNING & DEVELOPMENT

April 24, 1975

A meeting of the Standing Committee of Council on Planning & Development was held on Thursday, April 24, 1975, in the Kitsilano Site Office, 2384 West 4th Avenue, at approximately 7:45 p.m.

PRESENT: Alderman Bowers, Chairman
Aldermen Bird, Cowie & Kennedy

**ALSO
PRESENT:** Alderman Boyce

ABSENT: Alderman Harcourt

CLERK: M. Cross

RECOMMENDATION1. Kitsilano Area Planning Programme: Apartment Neighbourhood Plan

The Committee considered a report of the City Manager dated April 9, 1975, submitting a report of the Director of Planning dated March 17, 1975 (copy circulated).

Mr. D. Janczewski, Local Area Planner, advised that the Apartment Neighbourhood Plan is the result of the area planning process that has been carried out in the Kitsilano community since May, 1974, during which time discussions and frequent meetings have been held with the public, civic staff and the Kitsilano Planning Committee. The recommended policies for this area are based upon the Goals for Kitsilano adopted by the Kitsilano Planning Committee and presented to City Council in November, 1974 (copy circulated). The report of the Director of Planning deals only with the apartment neighbourhood of Kitsilano and contains detailed explanations of the following recommended policies:

1. In order to encourage the retention of some older housing, the floor space ratio allowed on homes in this area be increased to 1.0.
2. Townhouses be permitted in the multiple-family zone.
3. Owners of single-family homes, duplexes, conversion homes (as well as apartments) be eligible for housing maintenance assistance through the Residential Rehabilitation Assistance Program (RRAP).
4. The City Planning Department's Heritage Group and Heritage Advisory Committee be requested to examine buildings or groups of buildings to determine if any merit retention for heritage reasons.
5. Owners of individual or groups of existing buildings be permitted to rezone their property from the present zoning to an RT-2 type zoning, at the owners initiative.
6. "Infill" housing be permitted in the apartment neighbourhood.
7. A limited number of properties be rezoned at the present time to RT-2 (Two family dwelling district).
8. The RM-3A apartment zoning be modified to encourage a more imaginative form of development.
9. Relocation assistance should be provided for displaced tenants as an aspect of the redevelopment process.
10. Site acquisition be initiated for senior citizen and low/moderate income family housing.
11. Senior citizen and low/moderate income units be provided within new multi-family units through a "bonus" system.

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Clause No.1 (continued)

12. Fourth Avenue (Burrard to Balsam), Yew Street (Cornwall to First) Cypress Street (At First) and a portion of Broadway (Vine to Arbutus) be emphasized as district, pedestrian oriented shopping areas.
 13. The commercial area on Burrard Street from the Burrard Bridge to Broadway, and Broadway from Burrard to Arbutus continue to develop with regional uses.
 14. The existing industrial uses bounded by Burrard, Cornwall, Cypress and First will continue at this location: Future additions, however, will have greater design control.
 15. The south side of First Avenue from Cypress to Arbutus be rezoned to commercial with residential permitted on upper storeys
 16. Non-local traffic should be directed to the arterial streets.
 17. Traffic problems in the apartment area be dealt with by the improvement of existing arterial streets and the discouragement of slowing of non-local vehicles on residential streets. (Note: City Engineer recommends: City Council adopt a policy of building the Burrard/Arbutus Connector. See also his comments re capital funds).
 18. Cypress Street between Fourth Avenue and Kitsilano Point should be classified as a collector street.
 19. Arbutus Street be utilized as a collector street.
 20. A meeting be held between civic staff and the bureau of transit services to review the possibility of changes in public transit in the district.
 21. Property acquisition should be continued and completed, as soon as possible, to develop a neighbourhood park at Sixth and Arbutus.
 22. A comprehensive approach to the provision of paving "commons" and walkways, be approved for the apartment area. (See, however, City Engineer's comments re street closures and re capital funds).
 23. In conjunction with a comprehensive open space program, the Parks Board be requested to assist in the development of an overall tree planting effort in the Kitsilano Apartment Area.
 24. The standard pavement width for local streets be reduced to 32'.
 25. The future use of Seaforth Park be reviewed in conjunction with the Parks Board.
 26. Henry Hudson School be improved in order to be the primary community use facility within the apartment area.

Mr. Janczewski stated that the Planning Department and the Kitsilano Planning Committee are recommending that growth can occur in Kitsilano and that a diversity of people and building types should be retained to keep the character of Kitsilano.

The Chairman noted a report received from the Vancouver City Planning Commission dated April 24, 1975 (copy circulated) which stated that the Commission supported the construction of the Burrard-Arbutus Connector as recommended by the City Engineer, but otherwise was in agreement with supporting the recommendations of the Planning Department for the Kitsilano apartment neighbourhood.

The recommended policies (with the exception of Policies 16, 17, 18 and 19) were considered by the Committee and the following amendments made:

- i) Plan Policy #4 (Page 4 of the Planning Department Report)
- 'retention' should read 'designation'.
 - ii) Plan Policy #5 - Add 'such rezoning to RT-2 to be reversible only with the consent of City Council.'

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Clause No.1 (continued)

- iii) Plan Policy #8 (Page 5 of the Planning Department Report)
 - Criteria 4 should read 'A building height of four storeys (40') be general Council policy for the apartment area, but that rezoning applications for highrises would be considered in special circumstances.
 - iv) Plan Policy #9 (Page 9 of the Planning Department Report)
 - (c) should read 'long term residents (i.e. 3 years) ...
 - v) Plan Policy #12 (Page 11 of the Planning Dept. Report)
 - Criteria D should read ' a maximum height of 40 ft.'
 - vi) Plan Policy #22 (Page 17 of the Planning Dept. Report)
 - should read 'A comprehensive approach to the provision of paving "commons" and walkways, be approved for the apartment area; a comprehensive design to be completed to improve the condition and appearance of streets in the area, including provision of small parks, each to be considered on its own merit after community response.

RECOMMENDED

- A. THAT Plan Policies 16, 17, 18 and 19 be referred for consideration by City Council at an evening meeting.
 - B. THAT Plan Policy 1, 2, 3, 5, 6, 7, 8, 11, 12, 13, 14, 15 and 22, as amended, be adopted by City Council as the basis for the apartment neighbourhood plan.
 - C. THAT Plan Policy 9 be adopted in principle and referred to the Director of Legal Services for report to Council on ways of implementation.
 - D. THAT the Director of Planning prepare an appropriate development plan and zoning by-laws for Public Hearing based on the plan policies and criteria adopted in this report.
 - E. THAT Plan Policy 4, 20, 23, 25 and 26, as amended, be endorsed in principle in order for staff to engage in implementation discussions with other Bureaus and Boards.
 - F. THAT Plan Policy 10 be approved and the Supervisor of Property and Insurance be instructed to locate suitable sites for non-market housing in the Kitsilano area within the limits of available funds and the other Council property program work priorities.
 - G. THAT Plan Policy 21, be approved and that funds up to \$5,000 be made available to the Director of Planning in advance of the 1975 budget for the purpose of hiring a consultant (and printing) to complete an open space, paving and walkway study of the apartment area.
 - H. THAT Plan Policy 24, be approved subject to the City Engineer's report on means of improving the existing arterial street system and improving local streets.

The meeting adjourned at 11:05 p.m.

NOTE: Council will be considering Recommendation (A) at the evening meeting of Council on May 6th.